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TESTS: COMPARISONS: SUZUKI GS550E vs. KAWASAKI GPz550, HONDA XR350R vs. HUSQVARNA 430 WR, PLUS HARLEY-DAVIDSON XLX STREET-ROD, SUZUKI ALT50 TRAILBUDDY

SPECIAL EDITION

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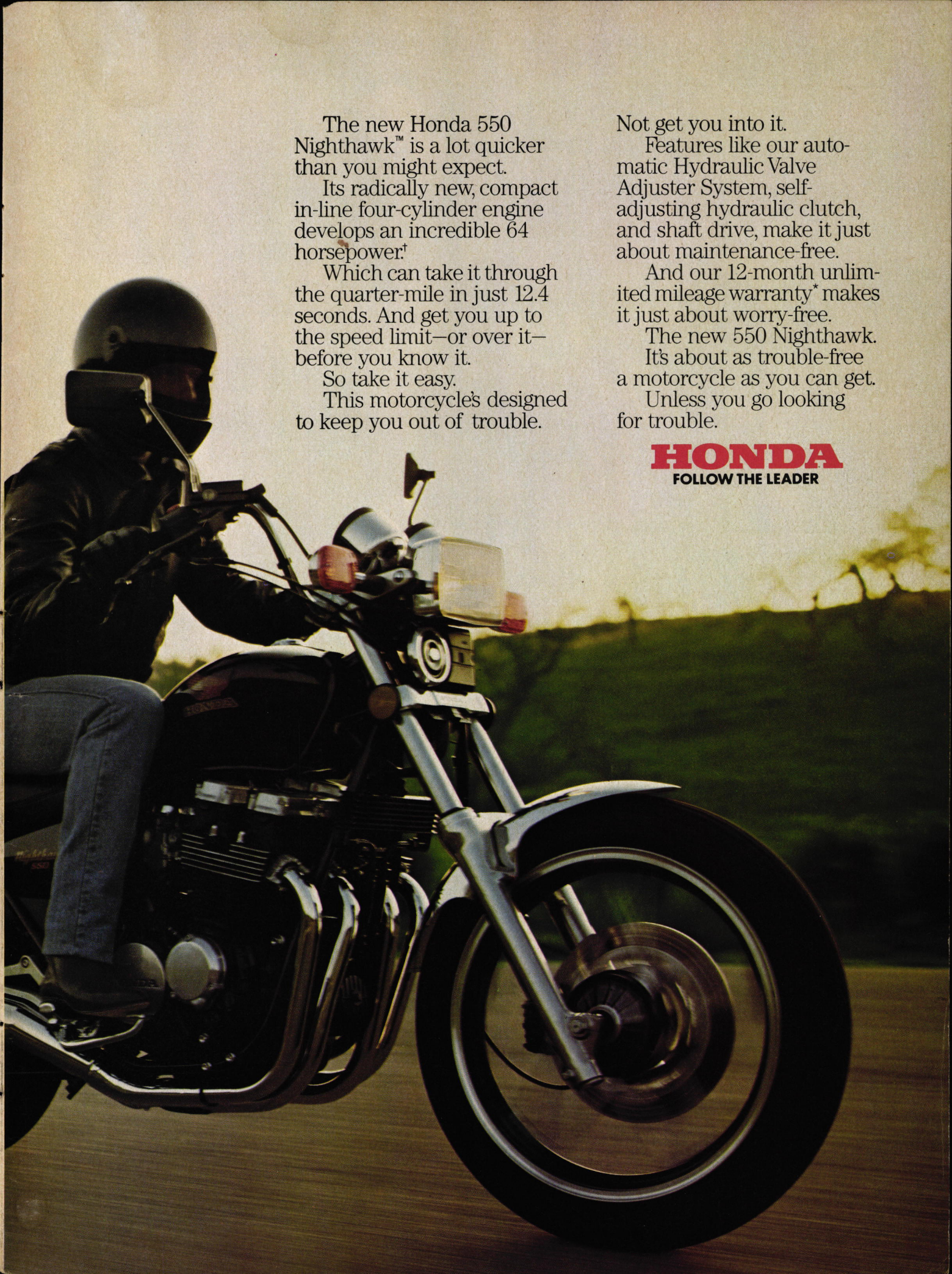

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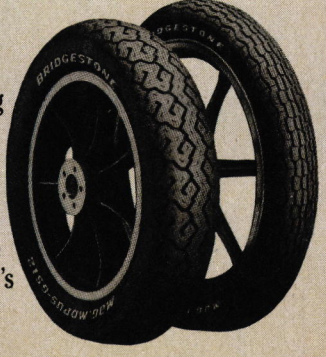

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QUOTE:
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—Pg. 66

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ON THE COVER:
Charles Everitt and the Suzuki GS550E demonstrate basic pavement-strafing maneuver 4-A. Photographer Chris Eastman had to use his fastest shutter speed because he was shooting from the seat of a Kawasaki GPz550 and the Suzuki was gaining *fast.*

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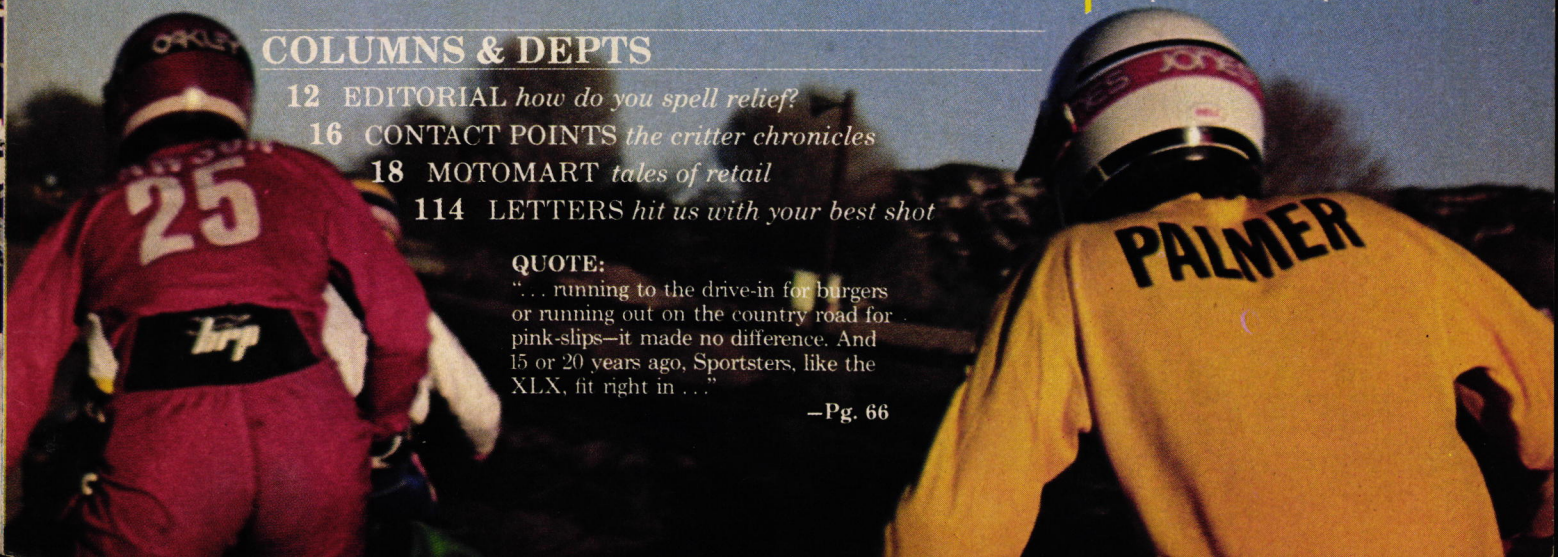

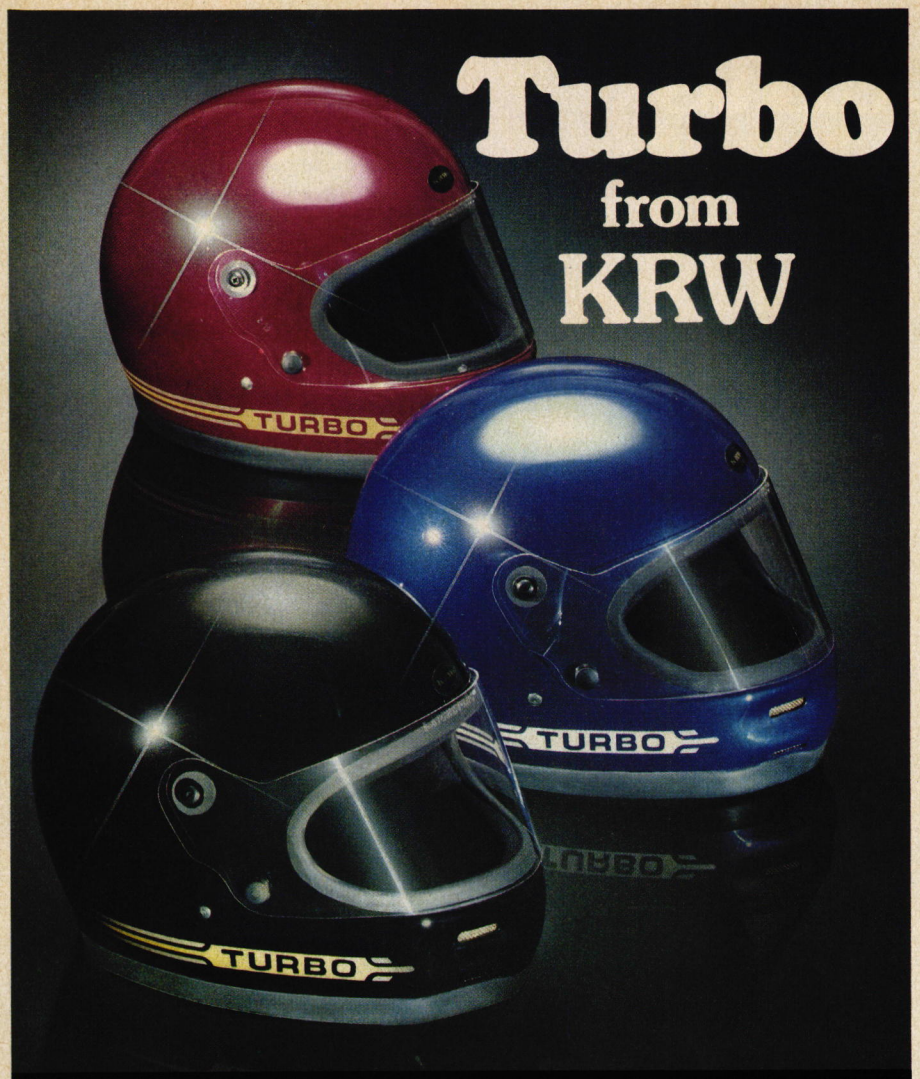

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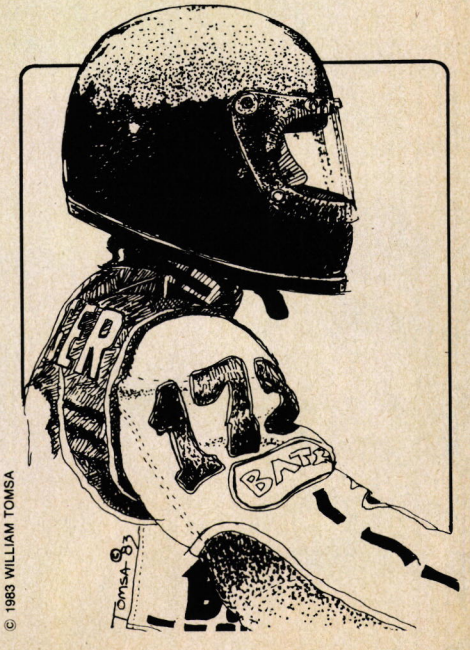

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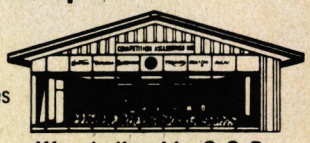

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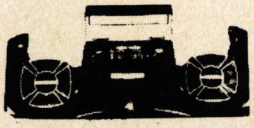

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OFF-ROAD

MAKE & MODEL	ISSUE	TYPE	ENGINE TYPE	WHEEL TRAVEL, IN. FRONT/REAR	WEIGHT, LBS	RAKE/TRAIL, DEGREES/INCHES	GEARS
Can-Am Sonic MX-'83	January '83	Motocross	Four-stroke	11.6/12.1	272	28.0/4.2	5
Can-Am 500MX-'83	May '83	Motocross	Two-stroke	11.6/12.0	250	28.0/4.2	5
Honda CR125R-'83	April '83	Motocross	Two-stroke	10.9/12.3	193	27.2/4.1	6
Honda CR250R-'83	February '83	Motocross	Two-stroke	11.5/12.2	217	26.8/4.0	5
Honda CR480R-'83	May '83	Motocross	Two-stroke	12.0/12.3	226	26.0/3.9	5
Honda XR350R-'83	June '83	Enduro	Four-stroke	10.9/10.4	253	26.0/3.9	6
Husqvarna 250CR-'83	January '83	Motocross	Two-stroke	11.8/12.7	227	30.0/5.5	6
Husqvarna 430WR-'83	June '83	Enduro	Two-stroke	10.4/10.6	246	30.0/6.0	6
Husqvarna 500CR-'83	May '83	Motocross	Two-stroke	11.8/12.8	240	30.0/5.5	4
Kawasaki KX125-'82	November '82	Motocross	Two-stroke	11.2/11.4	200	28.0/4.8	6
Kawasaki KX250-'82	May '82	Motocross	Two-stroke	11.2/11.3	220	30.0/5.1	5
Kawasaki KX500-'83	May '83	Motocross	Two-stroke	11.7/11.9	232	29.0/4.8	5
KTM MC 495-'83	May '83	Motocross	Two-stroke	11.9/12.4	249	28.0/4.2	4
Maico 490 E-'83	December '82	Enduro	Two-stroke	11.9/12.6	261	27.5/4.6	5
Maico 490 Spider-'83	May '83	Motocross	Two-stroke	11.8/12.2	240	27.0/4.7	4
Suzuki ALT50-'83	June '83	ATV	Two-stroke	N/A	90	N/A	1
Suzuki DR250-'82	December '82	Trail	Four-stroke	9.7/10.3	259	28.2/4.6	5
Suzuki PE175-'82	September '82	Enduro	Two-stroke	10.0/9.8	229	28.0/4.4	6
Suzuki RM125-'82	November '82	Motocross	Two-stroke	11.2/12.6	197	29.5/4.8	6
Suzuki RM250-'83	February '83	Motocross	Two-stroke	10.7/12.4	219	29.7/4.8	5
Suzuki RM500-'83	May '83	Motocross	Two-stroke	11.9/12.8	234	29.7/4.8	4
Yamaha YZ250-'83	March '83	Motocross	Two-stroke	11.3/12.3	217	28.0/4.7	5
Yamaha YZ490-'83	May '83	Motocross	Two-stroke	11.8/12.5	227	28.5/4.7	4

STREET

MAKE & MODEL	ISSUE	ENGINE TYPE*	DISPLACEMENT, CC	QUARTER-MILE, SEC./MPH	TOP SPEED, MPH	WEIGHT, LBS	FUEL CONSUMPTION, MPG	STOPPING DISTANCE FROM 60 MPH, FT.
BMW R65 LS-'82	April '82	2C/G	649.6	14.15/92.4	110	417	35-50	138
BMW R80 G/S-'81	November '81	2C/G	797.5	14.07/92.3	105	405	36-54	NA
BMW R100RT-'82	May '82	2C/G	979.9	13.86/95.1	122	523	35-50	148
H-D FLH Classic-'82	August '82	45-deg. 2D/F	1338.6	15.47/82.0	101	752	32-42	180
H-D FXRS-'82	December '81	45-deg. 2D/F	1338.6	13.92/93.1	109	594	40-47	124
H-D XLS Roadster-'83	April '83	45-deg. 2D/F	997.6	13.84/93.9	106	515	43-55	138
H-D XLX-61-'83	June '83	45-deg. 2D/F	997.6	13.45/95.9	106	488	40-72	128
Honda CBX400F-'82	October '82	4A/F	399.1	13.59/96.5	110	402	34-58	128
Honda CB650SC Nighthawk-'83	December '82	4A/G	656.0	12.28/108.0	122	451	28-51	128
Honda CB1100F-'83	January '83	4A/F	1062.2	11.22/119.8	144	550	33-46	135
Honda CX650 Custom '83	May '83	80-deg. 2E/G	673.5	12.56/103.0	119	454	38-48	124
Honda CX650 Turbo-'83	March '83	80-deg. 2E/G	673.5	12.09/111.7	137	538	25-44	124
Honda FT500 Ascot-'82	August '82	1B/F	497.7	14.92/83.7	97	360	47-54	146
Honda GL500 Interstate-'81	August '81	80-deg. 2E/G	496.9	14.88/86.4	96	517	39-53	140
Honda GL1100-'82	April '82	4C/G	1085.0	12.60/106.5	139	606	41-49	NA
Honda GL1100A Aspencade-'83	February '83	4C/G	1085.0	13.51/96.0	152	752	32-46	131
Honda GL1100I Interstate-'82	April '82	4C/G	1085.0	13.30/99.5	139	697	40-50	NA
Honda Nighthawk 750-'82	March '82	4A/F	748.7	12.74/103.8	131	543	36-49	128
Honda V45 Interceptor-'83	May '83	90-deg. 4D/F	748.1	11.96/111.7	138	511	31-40	116
Honda V45 Magna-'82	June '82	90-deg. 4D/G	748.1	12.34/105.9	129	507	30-46	124
Honda V45 Sabre-'82	June '82	90-deg. 4D/G	748.1	12.37/106.8	128	511	29-47	149
Honda VT750C Shadow-'83	April '83	45-deg. 2D/G	749.6	12.91/100.8	127	484	48-55	132
Kawasaki GPz550-'83	June '83	4A/F	553.8	12.65/102.9	132	438	42-62	144
Kawasaki GPz750-'83	February '83	4A/F	739.0	12.16/109.2	134	498	35-51	136
Kawasaki GPz1100-'82	May '82	4A/F	1089.9	11.33/119.4	137	534	35-48	127
Kawasaki KZ550 Spectre-'83	May '83	4A/G	553.8	13.35/96.8	116	441	44-56	137
Kawasaki KZ750-L3-'83	January '83	4A/F	739.0	12.09/108.6	134	487	47-53	132
Kawasaki KZ750 LTD-'82	December '82	4A/F	739.0	12.56/105.3	131	474	41-55	131
Kawasaki KZ1000R-'82	November '82	4A/F	998.6	11.85/116.7	134	505	35-49	129
Kawasaki KZ1100 Spectre-'82	March '82	4A/G	1089.9	11.96/110.4	142	553	36-44	132
Suzuki GS450E-'83	January '83	2A/F	448.2	14.24/93.2	106	384	39-49	131
Suzuki GS450G Automatic-'83	February '83	2A/G	448.2	16.41/82.3	94	410	36-59	143
Suzuki GS550E-'83	June '83	4A/F	572.3	12.59/104.0	120	443	39-47	135
Suzuki GS750E-'82	January '82	4A/F	747.4	12.01/109.1	127	519	34-49	127
Suzuki GS1000S Katana-'81	December '81	4A/F	997.5	11.40/118.7	141	525	33-51	129
Suzuki GS1100E-'82	May '82	4A/F	1074.9	11.20/119.3	141	530	37-49	132
Suzuki GS1100G-'82	September '82	4A/G	1074.9	11.92/114.2	137	555	42-48	138
Suzuki GS1100GK-'82	October '82	4A/F	1074.9	12.58/104.5	137	647	31-44	155
Suzuki XN85 Turbo-'83	March '83	4A/G	673.9	12.38/107.1	132	521	34-46	120
Yamaha XS400 Seca-'82	December '82	2A/F	399.4	14.50/89.2	110	382	47-57	140
Yamaha XJ650 Seca-'82	September '82	4A/G	653.4	12.83/103.4	125	469	44-59	135
Yamaha XJ650 Turbo-'83	March '83	4A/G	653.4	13.06/103.3	126	543	35-53	126
Yamaha XS400 Maxim-'82	November '82	2A/F	399.4	14.65/89.3	104	376	52-61	136
Yamaha 750 Virago-'82	January '82	75-deg. 2D/G	748.8	13.28/99.8	105	481	43-48	132
Yamaha XV920 Virago-'83	April '83	75-deg. 2D/G	920.0	12.84/101.5	108	503	38-45	138
Yamaha XV920R-'82	February '82	75-deg. 2D/F	920.0	13.10/100.4	112	509	37-51	128

*A-Transverse Vertical, B-Vertical (single-cylinder only), C-Horizontally Opposed, D-Tandem Vee, E-Transverse Vee, F-Chain Final Drive, G-Shaft Final Drive, H-Belt Final Drive

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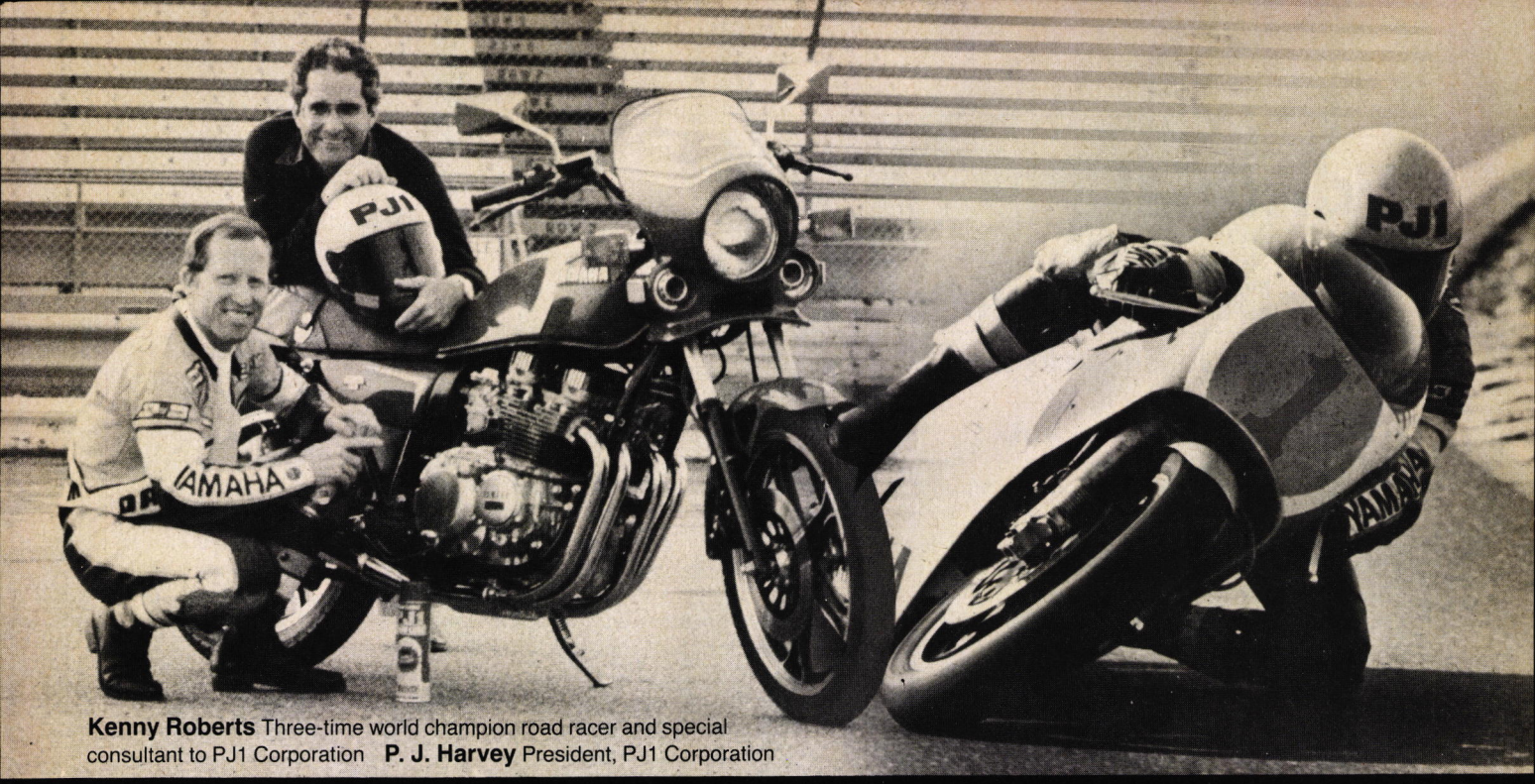

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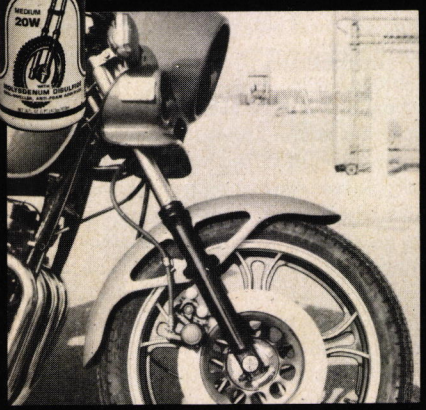

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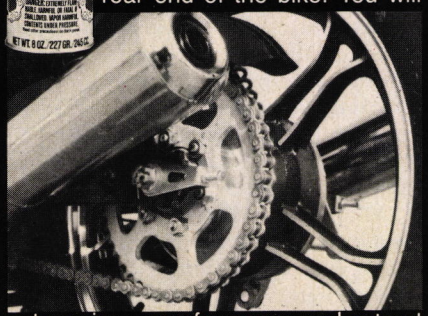

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Editorial

How Do You Spell Relief?

Harley-Davidson spells it I-T-C.

• After decades out of the limelight, the motorcycle business finally made the 11 O'Clock News. Unfortunately, when the minicams started rolling, the bike biz had its pants down.

On Saturday, April 2, President Ronald Reagan approved recommendations by the International Trade Commission (ITC) to initiate a radically harsher tariff structure applying to large-displacement motorcycle imports.

Most of the details of the ITC decision are, by now, common knowledge. The ruling has been covered by newspapers, television, news magazines, as well as the motorcycle enthusiast press. All of the media attention—as well as the inherent controversy—has turned the ITC decision into the largest sentimental rallying point for motorcycles to date.

But in case your head has been in the sand, or you haven't been into a motorcycle dealership in the past six months, here's how the decision came about: Harley-Davidson petitioned the ITC for trade restraints on foreign models that it said posed unfair competition for its own motorcycles. Pointing to the massive numbers of unsold Japanese bikes in U.S. warehouses, Harley spokesmen said that a "fire sale" of those bikes was imminent that would destroy Harley's ability to compete in the marketplace. So, the sole remaining American motorcycle company appealed to the government for relief.

And although Harley got most of what it asked for, industry observers generally concede that the tariff program doesn't provide H-D much relief—and none for the consumer. The tariff schedule will apply an additional 45-percent duty to imported motorcycles over 700cc; the current tariff is 4.4 percent. That duty will be lowered each of the next four years to 39.4-, 24.4-, 19.4- and finally to a 14.4-percent tariff in 1987. In addition, the first 6000 large-displacement Japanese motorcycles imported for 1983 are exempted from the added duty. Thereafter, the number allowed in without the added tariff will increase by 1000 units per year.

Foreign motorcycles from countries other than Japan are also included in the tariff program. They, too, have an import "floor"—a base figure of bikes allowed in before the additional tariff is imposed. However, the floor for those other countries was set so high (relative to actual importation figures) that non-Japanese imports are virtually untouched by the program—except that BMWs, Ducatis, Triumphs and the like became, with a single stroke of a pen, considerably more price-competitive.

Despite the media attention on the subject, the Japanese firms have thus far declined to comment. No pricing programs have been announced to cope with the ruling, but most sources agree that the cost of plus-700cc Japanese motorcycles will not increase drastically. Through profit-cutting, massage of wholesale costs and by spreading the increase over the entire range of Japanese bikes, the retail cost of a motorcycle covered by the tariff is expected to jump only 10 to 15 percent. Only.

It seems apparent that Harley-Davidson convinced a room full of trade commissioners that the same rider who wants a Honda Interceptor or a Kawasaki GPz1100 could be coaxed onto a Wide Glide if appropriate trade sanctions were applied to Japanese bikes. And, that given similar price tags for those two imported bikes and the American Iron, the techno-/performance-hungry rider will make a partriotic decision and opt for 50-year-old technology. The argument is nonsense to anyone who understands motorcycles, but the ITC apparently doesn't.

What comes of all this is still open to question. The program might, as advertised, reduce the quantity of Japanese rolling stock locked up in warehouses. And it might, as billed, give Harley-Davidson a little breathing room, time to haul its out-of-date technology into the present—and to assure its succession into the future with new hardware. And no one wants to see the last American motorcycle manufacturer dry up and blow away.

But what no one's pointed out so far is the fundamental flaw in Harley's argument. This is 1983, and the motorcycle industry is big business. Twenty years ago, it wasn't. Twenty years ago, motorcycling didn't include most of what we take for granted today: well-lit showrooms filled with as many choices of bikes as you could imagine. Twenty years ago, you couldn't have started off cross-country with any reasonable expectation of finishing your ride without some form of moto-surgery to keep your bike running. Twenty years ago the Japanese hadn't yet created the modern motorcycle market.

Things have changed considerably since then. Almost any current streetbike is capable of at least five years of riding without major repairs. And the choice of moto-fantasies is nothing short of incredible. Bikes are safer, faster, in almost every way better. Motorcycling evolved.

But Harley didn't. It would be gratifying to say that American ingenuity and foresight led the way to making motorcycles as good as they've become, but that's not what happened. Harley steadfastly continued on its own course, catering to a small segment of the market—all the while the motorcycling business inexorably changed.

Harley didn't contribute to that growth and change; it was caught up and rode along on the whirlwind of the motorcycle boom. And make no mistake about it: The motorcycle business as it exists today is dramatically larger than it was back then, a creation of the time, energy, engineering expertise and sheer cubic dollars that the Japanese spent on the American market. Sure, Harley lost market share along the way, but it continued to get a slightly smaller piece of a much bigger pie. Overall, Harley cashed in on the legwork of the Japanese, for it sells far more motorcycles today than it did before the first oriental motorcycle ever rolled out of a crate here.

Now that Harley's less-than-responsive attitude to the changing market has caught up with it, the overwhelming majority is being asked to pay for Harley's shortsightedness. Maybe the new tariffs *will* give Harley the time to introduce new technology, to develop bikes that will broaden its base to include riders who wouldn't look twice at the company's existing models. Right now, that doesn't seem likely. The groundswell of anti-Harley sentiment stirred up by the ITC petition appears to be growing, and it's festering right in the middle of the ranks Harley will have to attract.

Harley claims that the ITC petition will help to propel it into the future. But the net effect seems more likely to carry us all back into the Sixties, a time when big-bike choices were pretty much limited to either a Harley, or a foreign bike—of less than 700cc.

—Larry Works

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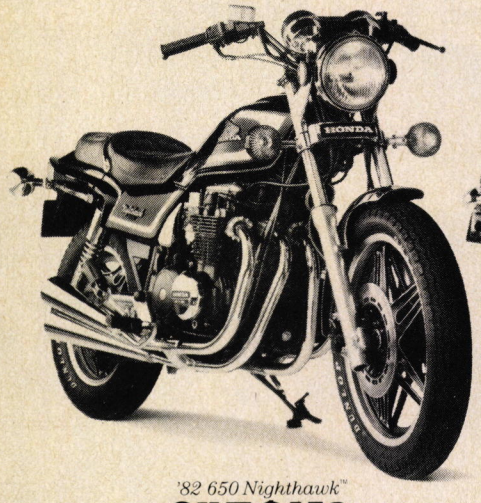

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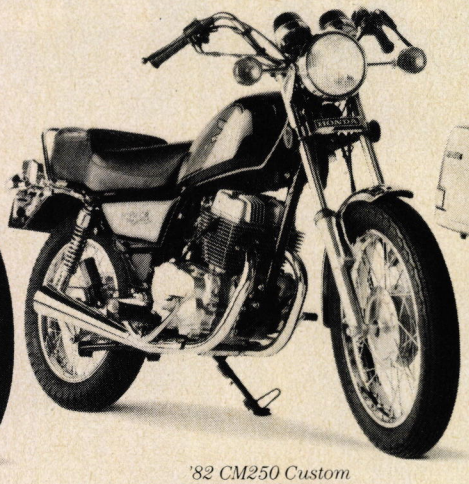

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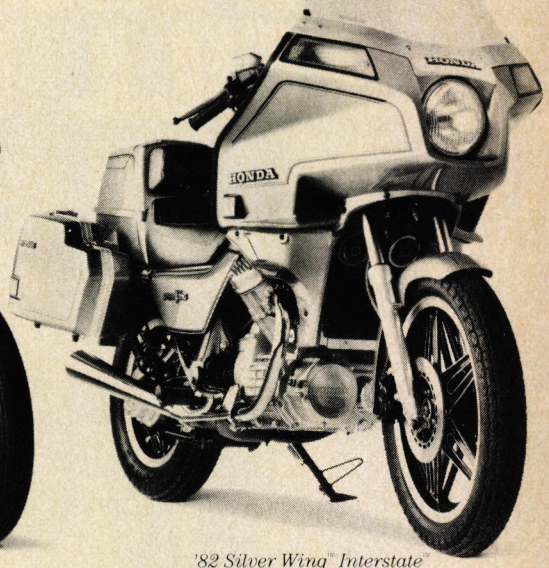

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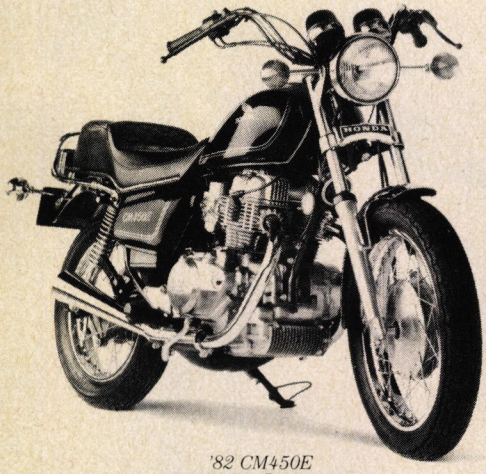

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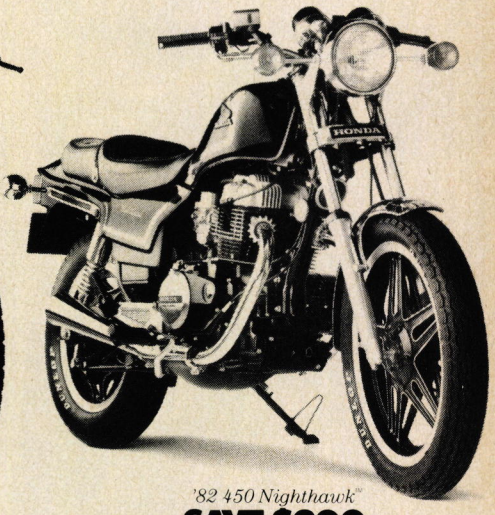

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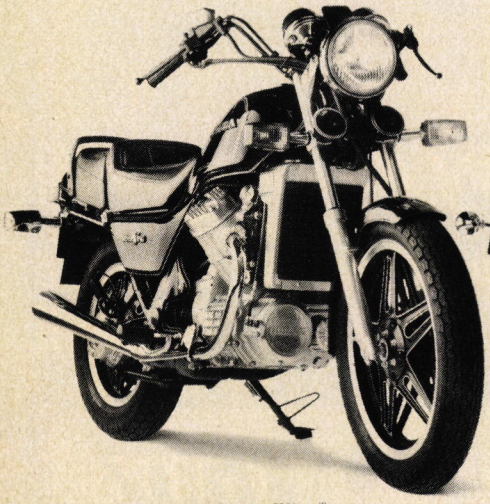

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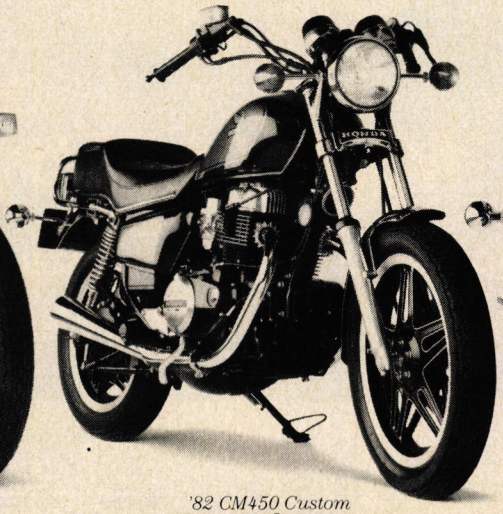

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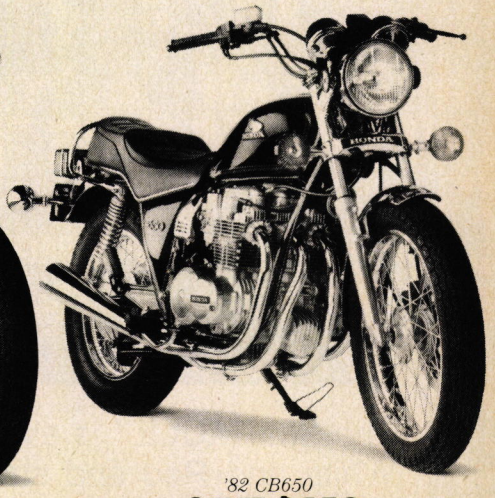

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Contact Points

THE A.S.P.C.M.

(The Animal Society for Promoting Cruelty to Motorcyclists.)

• From my place to the Pozo Saloon it's 18.2 miles. The road has about 100 turns, from sweepers to up- and downhill esses, and no straightaway longer than a mile.

It has that feel of a road that was put where it belongs, determined by the lay of the land when travel was mostly by horse. It runs the length of this valley, on the inland edge of California's coastal mountain range; mostly ranch land, where the cowboys now ride fence in pickup trucks. And the road is lightly traveled, providing me an excellent circuit to exercise a GPz550. Except for the A.S.P.C.M.

There's no way of knowing just how many winged, clawed or cloven-hoofed critters belong to the Society, but their numbers are many. Their initiation ceremonies vary with the different animals' characteristics, but they seem to share one ritual in common: the Death Dash. It must be a rite of passage, a sort of wildlife bar mitzvah.

I figure there must be an organizing intelligence at work among these creatures, especially the birds. The squirrels are impressive, but the birds' timing is nothing short of incredible.

Here's how I reckon they do it: First they form up beside the road, in a column of twos. The sergeant, or maybe a bird colonel, struts forward and addresses the formation. "Okay, troops! Aerial recon reports a motorcyclist heading this way. He will reach our position in three minutes, moving at about 63 mph. Now, you young recruits in the rear, be sure to wait for my signal. And stay in formation!"

Not a feather twitches. The young fliers, on their first Dash, have their beaks set in grim determination.

"You can earn your wings out there today, which gives you the right to solo. And we can scare this dude silly. Good luck to all of you."

You know the feeling. You're slicing into the straightaway, ready to go for top gear, you glance at the tach, look up and see BIRDS!

At this point, rider reactions vary considerably. Some just go catatonic. Others display a remarkable ability to instantly compute the time-to-impact vector, note the approximate size and weight of the projectile *(can it knock me off or not?)*, and take evasive action. Still others experience the immediate constriction of their eyelid and sphincter muscles. The only encouragement I ever need to wear a helmet is to recall the day that I would have otherwise had a starling stuck in my ear.

One day—and though I can't possibly verify this, I swear that I *believe* it happened—a little bird made the Dash of the Century. He must have been late off the line, but being too brave or too scared to abort, he decided to go, as they say, for it. And he zipped *between* the front tire and the head pipes. For many miles thereafter I tried to write it off as imaginary, but couldn't. I'm convinced that he became a real hero in his squadron, that he was awarded a field commission as a captain.

Now, I consider myself a kind-to-animals sort of person. I don't shoot them, even for dinner, unless they mean to have me for theirs. But when it comes to a choice between a squirrel's life and putting the Kawasaki into the tulies or the path of a truck, scratch the squirrel.

The ground squirrels have the most maddening routine; the round-trip dash. Just when you think they're safely across, they whip into a tight one-eighty broadslide and start back. The real nasty ones will get back to the center line, stop and throw you a head fake. I'm sure they get merit awards for cruelty; acorn clusters or something.

Night riding naturally produces another set of hazards; sudden twin pinpoints of reflected green at the edge of the headlight beam, quick shadows by the road. But there's one nocturnal predator that can throw you right into the screamin' heebies; the owl, perched atop a phone pole, waiting for a headlight to expose his roadside snack—the snake.

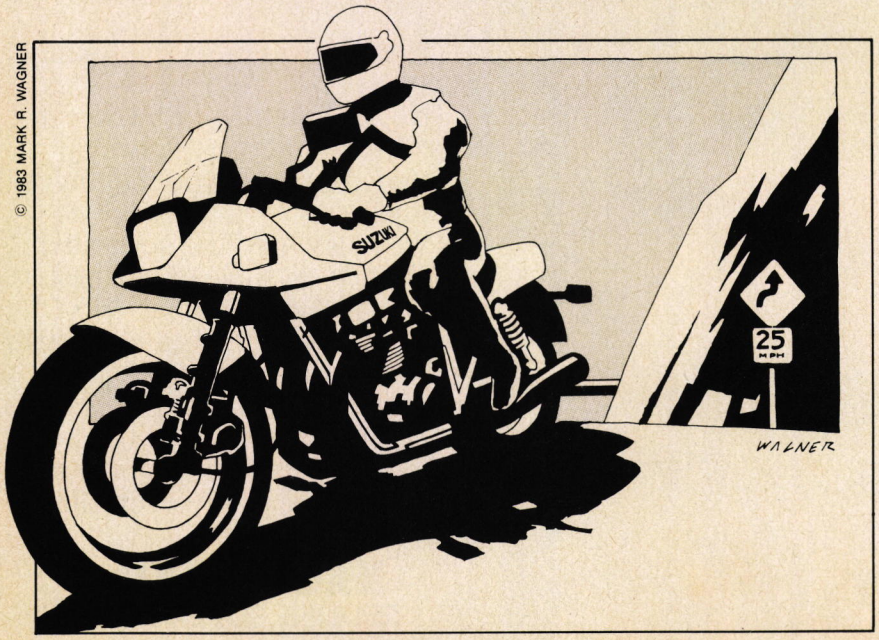
You rarely will see the owl before he hits the snake and then arcs into his climb. And it is a truly sobering, even religious, experience to round a curve and suddenly see nothing but owl. I mean a full horizon of feathers, trailed by two claws full of writhing reptile. It can throw a severe tic into all your bodily functions.

Early in this century, when the new two-wheelers were slower than dogs, it was customary to carry an ammonia-filled squirtgun to deter the tire-biting beasts. In some parts, riders carried weapons of much higher caliber.

Soon we may see the mini-phaser, set permanently on STUN. Nestled in a little tank-mount holster. And a computerized bio-scanner, sort of a wild critter radar detector. The LED readout would flash: *ALERT! Animal life-forms at two o'clock!*

But, maybe not, Abuse would become inevitable; some riders would take to plinking at Buicks. Better we just affirm to share the road with our fellow creatures, and heed the wise advice of Sgt. Esterhaus. "Hey. Let's be careful out there."

—T.J. Rafferty



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4.00V18	65.26
120/90V18	60.76
130/80V18	67.31
3.50V19	59.51
4.25/85V18	54.19

Phantom MT29

Tube Type	
3.25V19	53.16
4.10V19	50.10
100/90V19	50.10
4.10V18	49.46
3.50V19	53.16

Phantom MT28

Tubeless	
130/90V16	70.95
4.50V17	67.91
1.30/90V17	69.95
4.00V18	65.65
120/90V18	63.36
130/80V18	68.11

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Tubeless	
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Motomart

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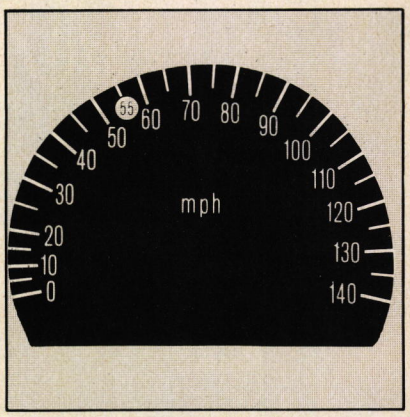
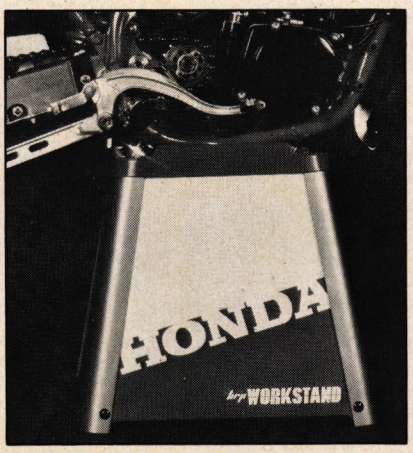
Daytripper: Shorter trips and smaller loads can diminish a fat-boy tankbag's appeal. Consequently, Eclipse Inc. now offers the Express Pack tankbag. The bag's 600-cubic-inch main compartment seals with a double-slider, YKK nylon-coil zipper that wraps around three sides of the top flap, and there's a smaller, zippered storage pocket at the back of the bag for keys, maps and other small items. The Express Pack uses the same neoprene pad and three-point mounting system as Eclipse's larger tankbags and has a suggested retail price of $55. For more information, contact Eclipse Inc., Dept. CG, P.O. Box 7370, Ann Arbor, Michigan 48107.

Speedier Speedos: Virtually no one shed a tear over the demise of the federally mandated 85-mph speedometer: no one, that is, except for people whose motorcycles have such a device. But for those people, Moonlite Ltd. can take their speedometers and recalibrate them to read up to 140 mph, installing new dials with factory-style graphics. Suggested price for the service is $69, which also covers shipping and handling. For more information, contact Moonlite Ltd., Dept. CG, 10 Meyer Court, Hermosa Beach, California 92054.



Get Up, Stand Up: According to Bob Hannah, a trick bike has no business being supported by a milk crate. Consequently, Hannah Racing Products offers its 500-pound-capacity Workstand. Constructed of T6 extruded aluminum struts and polyethylene sides, the HRP stand also has a removable tool/small parts shelf and a grid-pattern top to prevent slippage. Suggested retail price is $69. For more information, write to Hannah Racing Products, Dept. CG, P.O. Box 2109, Sun Valley, Idaho 83353.



Fulmer's Phoenix: Unlike the mythical Phoenix rising from the ashes, this one comes to you courtesy of Arthur Fulmer. Three different types of fiberglass go into making this Snell '80- and DOT-approved helmet, and the interior features a brushed nylon liner material. The Fulmer Phoenix is available either in black or wine red, and comes in sizes S through XL; suggested retail price is $169.95. To find out more, write to Arthur Fulmer, Dept. CG, P.O. Box 177, Memphis, Tennessee 38101.

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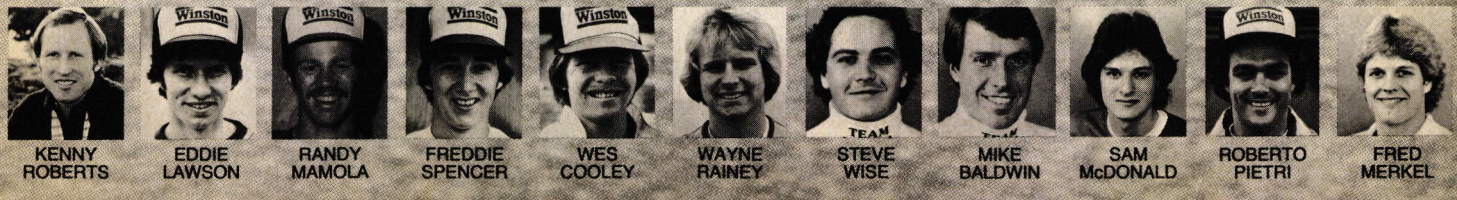

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BULLET.

"I finally did it."

"You bought a GPz?"

"Right. The 550. It's just so good I couldn't *not* have one anymore."

"Is it really *that* good?"

"Yeah, I think it is. I haven't raced it yet, cause it's too new, but I've sure ridden it around just to get some miles on, and it just handles so perfect I can't believe it. The rear end is so nice."

"Is that the Uni-Trak® like their dirt bikes?"

"Same idea, but all different for the street. It's more like Kawasaki's 250 race bike. Feels like I got a gumball back there. It's plenty adjustable but I haven't changed a thing."

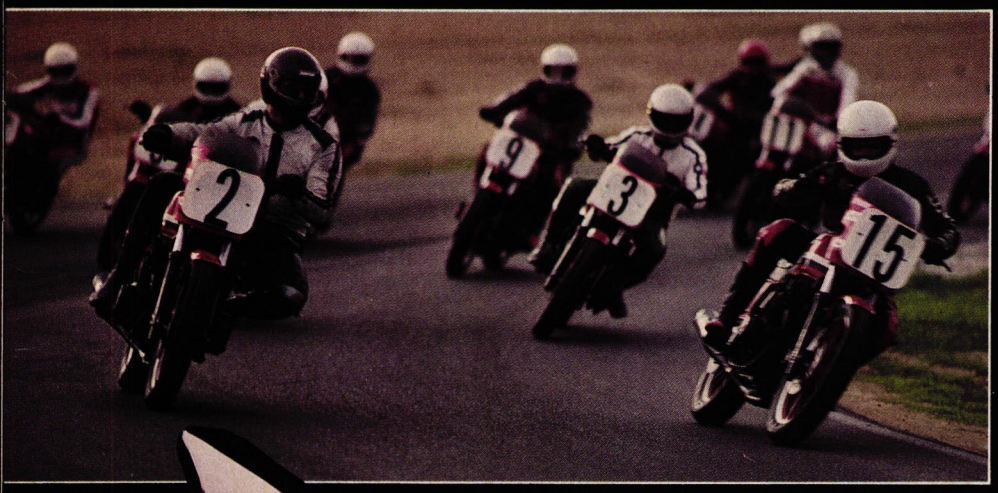
"What about the engine... I mean those first GPz's were rockets. Is yours even faster?"

"Oh, yeah. Since then, they've really made the engine breathe. You know... bigger carbs, improved intakes, and they kept those 10:1 chambers that run on Regular. The cam specs are hotter, too."

"Is it peaky?"

"Well, if you mean is it strong on top, yes. But if you mean is it flat in the middle, no way. If I didn't know, sometimes I'd think I'm on a 750. It doesn't stumble like my old bike, even when I'm down on revs a little and crack it fast. Whoever put 26's on at the factory sure knows their carburetors. It's so strong, a 6-speed box is really just a luxury."

PROOF.



"Sounds like a bullet."

"Got to be. There's more red ones in front of all those AFM races than anything else, and that can't just be the color. There's a guy named Frank Mazur that won 23 out of 32 last year, 21 in a row, and never even tore his down... except for a protest... that didn't hold up. And two roadracing schools, Penquin in the east and the California Superbike School, don't use anything else, and those guys'll ride the wheels off."

"Bullet*proof*, huh?"

"You got it. It's the winningest 550 there is, and proves it every weekend. Why don't you quit waiting around and get the best."

"Man, you sound like you're writing the ad."

"Yeah... I think I just did."

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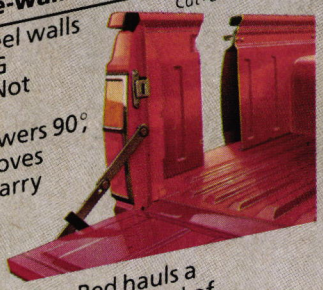

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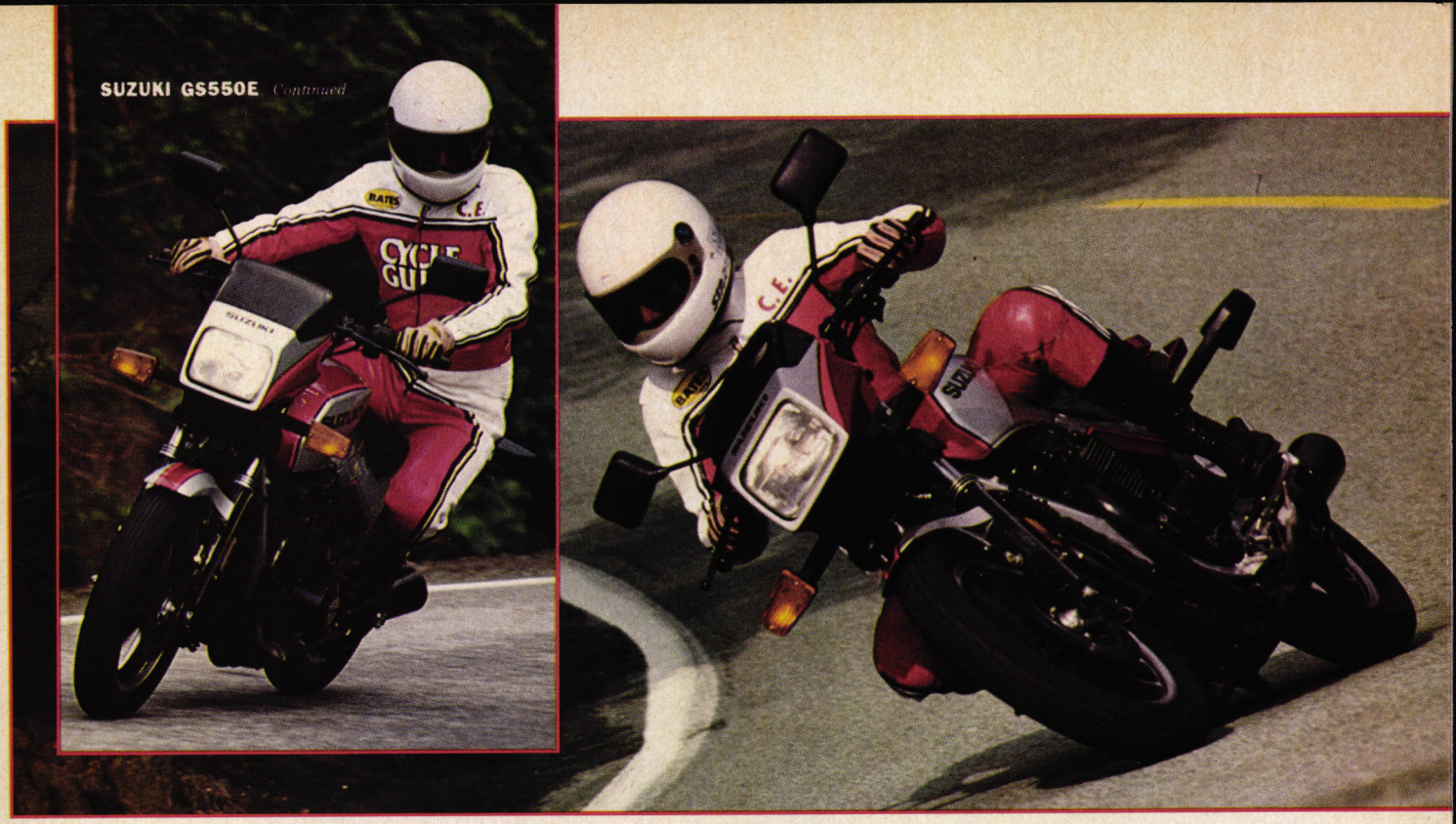
Suzuki GS550E

A little technological inbreeding produces a quick-steering middleweight powerhouse.

BY CHARLES EVERITT

Continued



Time waits neither for man nor his technology. Within the realm of motorcycle engineering, letting your technology fall out of step with time will get you steamrollered into oblivion, because what passed for adequate performance one-half decade ago simply won't cut it today.

So it was with Suzuki's middleweight offering, the GS550. Introduced in 1977, the GS survived virtually unchanged through 1982 and was getting decidedly long in the tooth, especially in terms of power. The last GS550 CYCLE GUIDE tested—an M-model with Katana styling, and the current 550's closest relative—could muster only a 13.69-second quarter-mile, sadly off the pace set by the GS's contemporary competition. Time was threatening to squash the GS550's mid-Seventies engine technology flat.

For 1983, however, Suzuki has given its midsize charger a double dose of technotricks and come up with the new 550-class quarter-mile king. The 1983 GS550E sprinted through the quarter-mile in 12.59 seconds, more than a *second* quicker than the '82 GS. And terminal speed, a good indicator of horsepower, is up from the M's 95.9 mph to 104.0 mph for the GS-E. That's a quantum one-year leap in performance that shows just how seriously Suzuki went about redesigning the GS550.

Tractability didn't get lost in the search for quick dragstrip times, though. The GS-E pulls away from a stop willingly, without the need for excessive clutch-slipping, and it easily handles normal around-town riding. Part of that manageability stems from the engine's cheater-550 displacement of 572cc, nearly 22cc larger than the previous GS550.

The GS's responsive chassis makes it the 550-class corner-king.

Even with the added displacement, however, the GS550E still is peaky, with two distinct surges of power. The engine starts pulling hard first at 4000 rpm up to about 5500 rpm; then the power tapers off until about 7500 rpm, where it comes back on and stays on right past the 10,000-rpm redline. A satisfyingly quick-revving nature masks the condition. Turn on the throttle below 5500 rpm and the engine spins past the soft zone so fast you barely notice it. Hit the the throttle while the engine is turning 5500-7000 rpm, though, and you'll want to downshift once or twice to get to the real power that's crowded on top. The soft spot was most noticeable on our GS-E when the bike was still new and became less obvious once the engine was broken-in after about 1500 miles.

There's more to this new engine than a simple boost in displacement, though; the E-model 550 shares precious little with its predecessor. Admittedly, both powerplants are air-cooled transverse fours with double overhead cams, but that's where the similarities end. For '83, the engine's bore-and-stroke dimensions are quite oversquare: 60mm by 50.6mm, compared to the '82's nearly square 56mm by 55.8mm layout. The pistons themselves differ completely from the older engine's and help illustrate the huge technological gap between the two motors. The old two-valves-per-cylinder 550 needed high-domed pistons to fill the rather wide-open combustion chambers created by the 70 degree included valve angle. But the 572cc engine, which uses Suzuki's 16-valve, TSCC technology, has a narrower, 40 degree valve angle resulting in shallower, more efficient combustion chambers. Consequently, the pistons are flat-topped, with less surface area for heat absorption and retention. That's up-to-date thinking, and Suzuki didn't have to go far to find it; similar four-valve TSCC layouts already are used on Suzuki's 750cc and 1100cc engines.

The TSCC formula also includes valve actuation by way of forked followers with screw-type adjusters, instead of a shim-and-bucket arrangement. So, even though the new 550 has twice as many valves to adjust as the old engine, it's an easier process and doesn't require any special tools. Having 16 smaller, lighter valves also allows the engine to rev quicker.

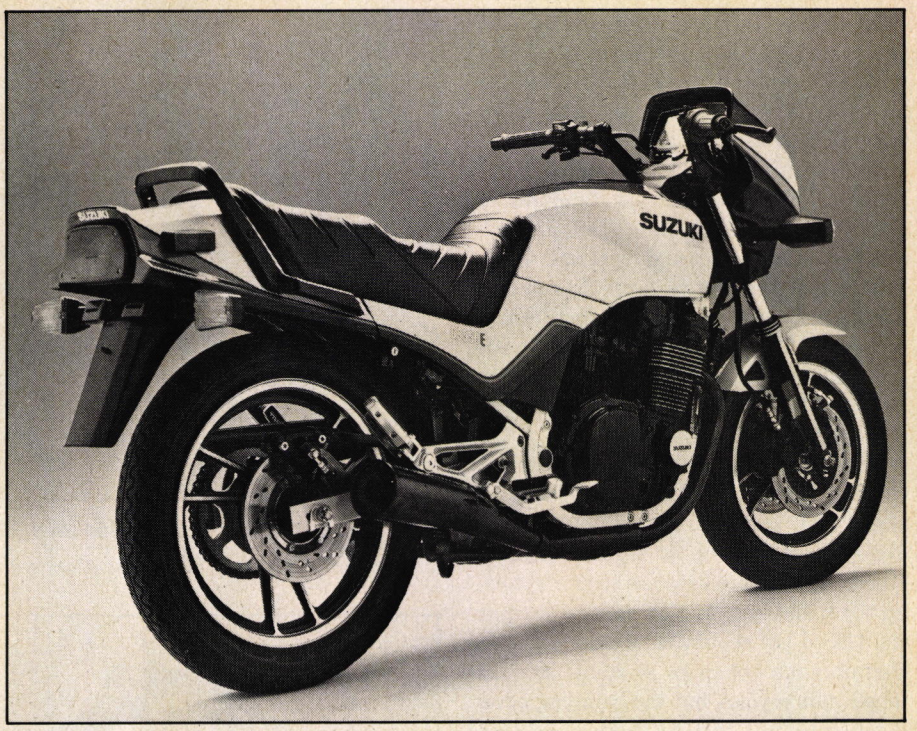
And the GS-E has new cams to open and close those 16 valves. The 572cc engine's intake cam opens its valves 12 degrees sooner and closes them 4 degrees sooner than the previous 550, while the exhaust cam's opening and closing figures are advanced 10 degrees and 2 degrees, respectively. That makes for 3 percent more duration both on intake and exhaust, and 19 percent more overlap. Valve lift has been changed as well, with the intakes opening 0.3mm more to 7.5mm, but the exhaust valves open 0.5mm less for 6.5mm of lift.

There are new pieces at both ends of the GS-E's power-producing components, too. A forged, one-piece, plain-bearing crankshaft takes the place of the old 550's built-up crank, and the primary drive gear is still cut into the inboard No. 4 crank wheel, since 1979 a helical gear instead of straight-cut. The clutch benefits from the addition of a spring washer, for less chatter and smoother engagement, and while the 550 E's six-speed gearbox has the same ratios as on the old 550, all the gears and shafts have new part numbers. An inverted-tooth silent-type cam chain replaces the roller chain of the previous motor, completing the list of internal engine differences on the new bike.

In external engine specs, the biggest change lies in carburetion. For '83, the 550 gets a pair of two-barrel, constant-vacuum carburetors, for which Suzuki claims advantages of lighter weight, simpler servicing and lower manufacturing costs. Each carburetor's venturi-pair shares a common diaphragm, enrichening circuit and float chamber; beyond that, they function like separate carbs, each with its own butterfly valve, slide and jets supplying its respective intake port. Cylinders one and four require different main-jet sizes, though, because those outside cylinders' ports are longer due to being angled inward to match-up with their respective carb-throats. The twin-carb arrangement also allows the 550E to be slimmer in the knee-area.

Trick carbs or not, the 550E requires an unusually long warm-up period before it responds cleanly to the throttle. The handlebar-mounted enrichening lever doesn't make things any easier, because it's difficult to find a setting that won't have the engine either screaming at fast-idle or stalling. Plus, the lever's proximity to the horn button means plenty of horn-honking while you try to adjust the lever. Once the engine warms, the 550E carburetes extremely well, with crisp, clean throttle response under most conditions. The pilot circuit is so lean, though, that the engine surges and won't maintain cruising speed at small throttle-openings.

But Suzuki didn't go to the trouble of putting trick carburetors on a brand-new engine only to shoehorn it into last year's chassis. No, indeed; the entire chassis has been rethought, with completely different geometry for quicker handling. Compared to the GS550M, the E-model has a one-inch shorter wheelbase, one degree less steering head angle and 14mm less trail. That alone would be enough to speed up the 550E's steering, but Suzuki went even further, installing a 16-inch front wheel.



For '83, Suzuki redesigned the GS550 from stem to stern

And transformed the bike from an also-ran to the pick of the middleweight class.

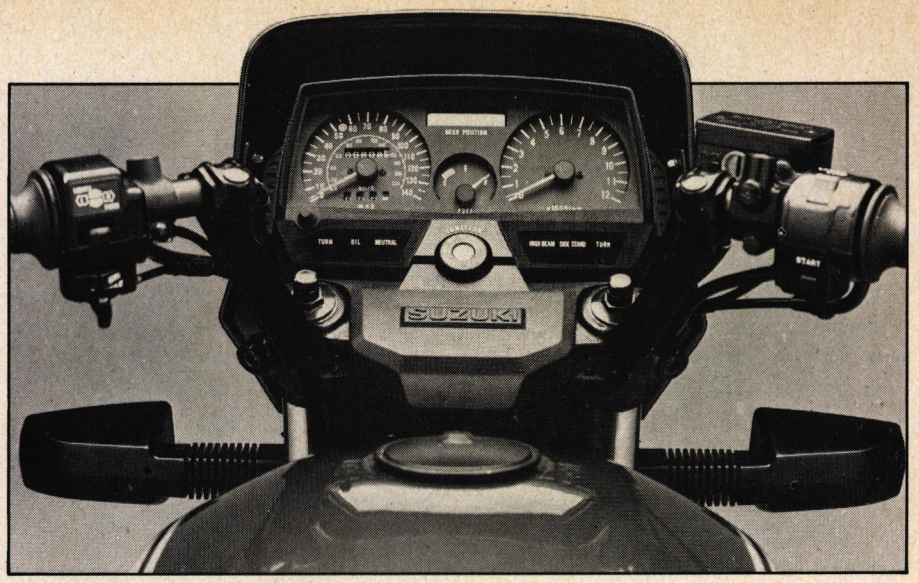
Continued

As a result of those changes, the GS550E steers with cat-like quickness. Part of a middleweight's appeal is its light, nimble handling, mostly by virtue of its smaller physical size, and the 550E exploits those advantages to the fullest. On tight, twisty backroads, the GS-E sets new standards for agility and maneuverability; steering response is feather-light and right-now quick. And unless the rider corrects through the handlebars, the GS tightens its arc through corners, encouraging the use of an inside line. As a result of the chassis' responsiveness, the GS550E is an absolute blast to ride hard through tight turns.

That is, as long as you keep the revs up. Getting caught in the engine's soft spot between 5500 and 7500 rpm slows the GS's drive out of corners. At higher cornering speeds, it's easier to keep the engine wound-up tight, and even fast corners don't cause the GS to get spooky or overly sensitive. Certainly it's not quite as stable as most larger motorcycles, but the handling never deteriorates into twitchy suddenness, even at racetrack speeds. The GS has plenty of ground clearance to allow full use of its cornering prowess, too. When things finally do touch down, you're perilously close to pins-and-plaster time.

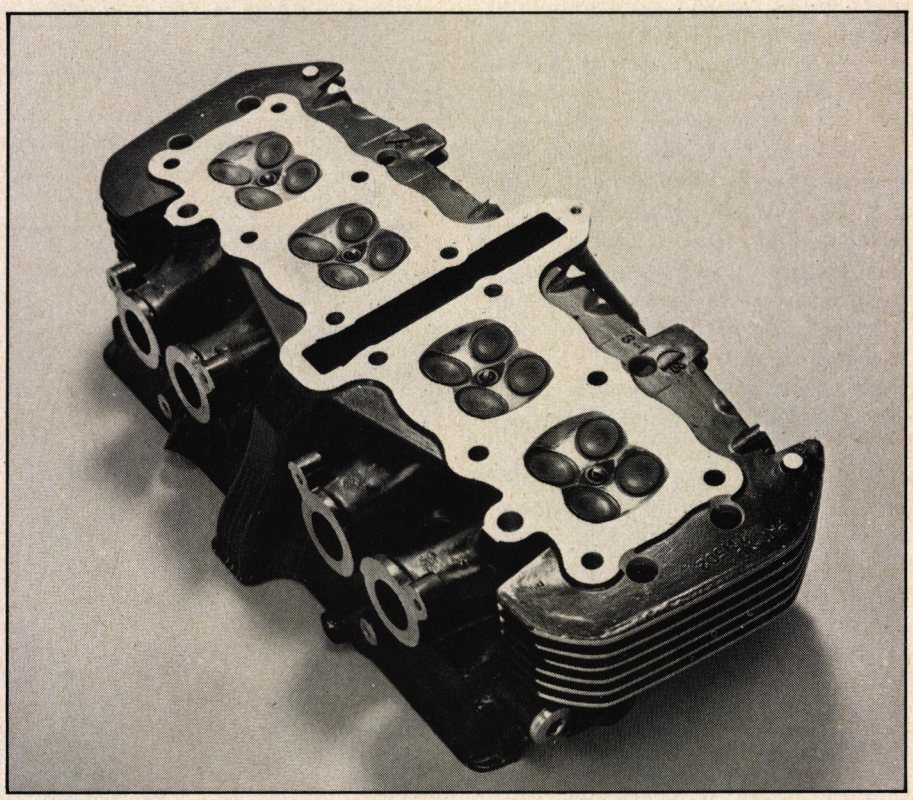
Superior handling and quickness count for nothing, though, if the suspension can't keep the wheels planted on the road, and the GS-E's suspension does, thanks to a little more techno-inbreeding. At the rear is another version of Suzuki's rising-rate Full Floater system, replacing last year's dual-shock setup. Like other Full Floaters, it compresses the shock from both ends; but on the 550E, a single, centrally located strut connects the swingarm to the rocker, instead of two outboard struts, as used on Suzuki's motocrossers and XN85 Turbo. The Showa shock adjusts only for spring preload, employing a remote hydraulic adjuster similar to that used on Suzuki's larger streetbikes. And even though the handwheel-adjuster is detented, there's infinite preload adjustability available between settings No. 1 through 5.

Showa also makes the GS550E's new front fork, and there's still more big-bike techno-trickle-down in the form of a hydraulically actuated anti-dive system. The anti-dive doesn't eliminate or reduce front-end dive during hard braking; it merely slows it—and barely so—by almost tripling the fork's compression damping. Nor does the extra anti-dive plumbing make the front brakes feel spongy, as on some other similarly equipped Suzukis. Even so, the 550E has only average brake-feel and performance, despite its new opposed-piston calipers.



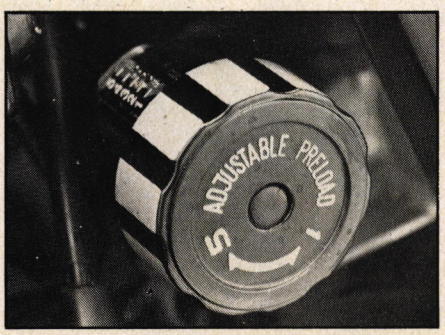
Command center for Suzuki's middleweight missile

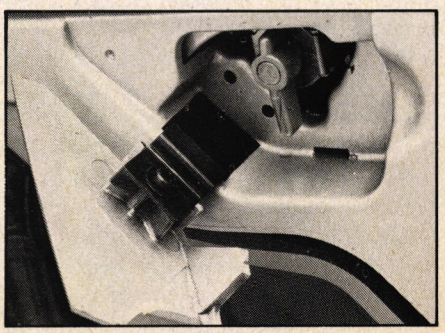
Featuring non-adjustable cast aluminum handlebars and separate air caps.



Cylinder head uses same TSCC technology found in Suzuki's 750cc and 1100cc engines

And helps power the GS550E to class-winning quarter-mile times.



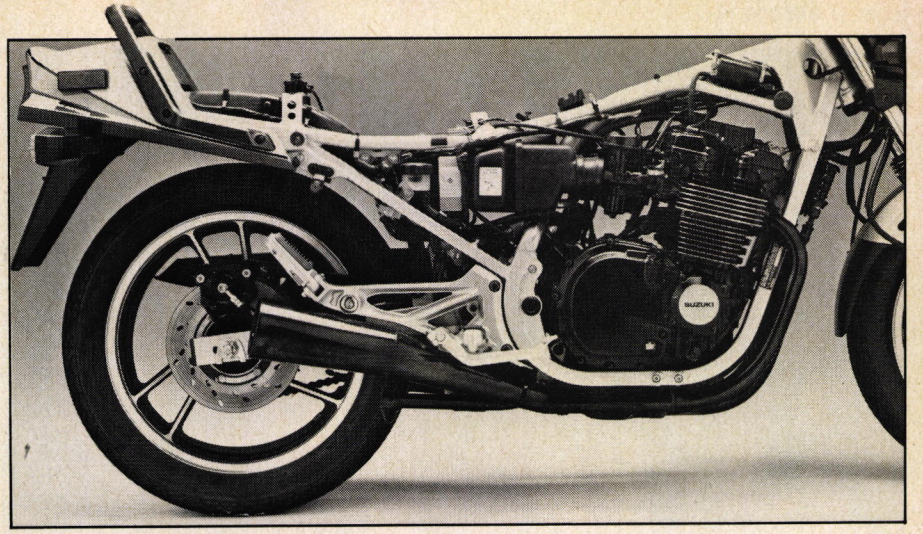


GS550E's hydraulic preload adjuster and peekaboo fuel petcock door

One is simplicity itself to use; the other is the very soul of inconvenience.

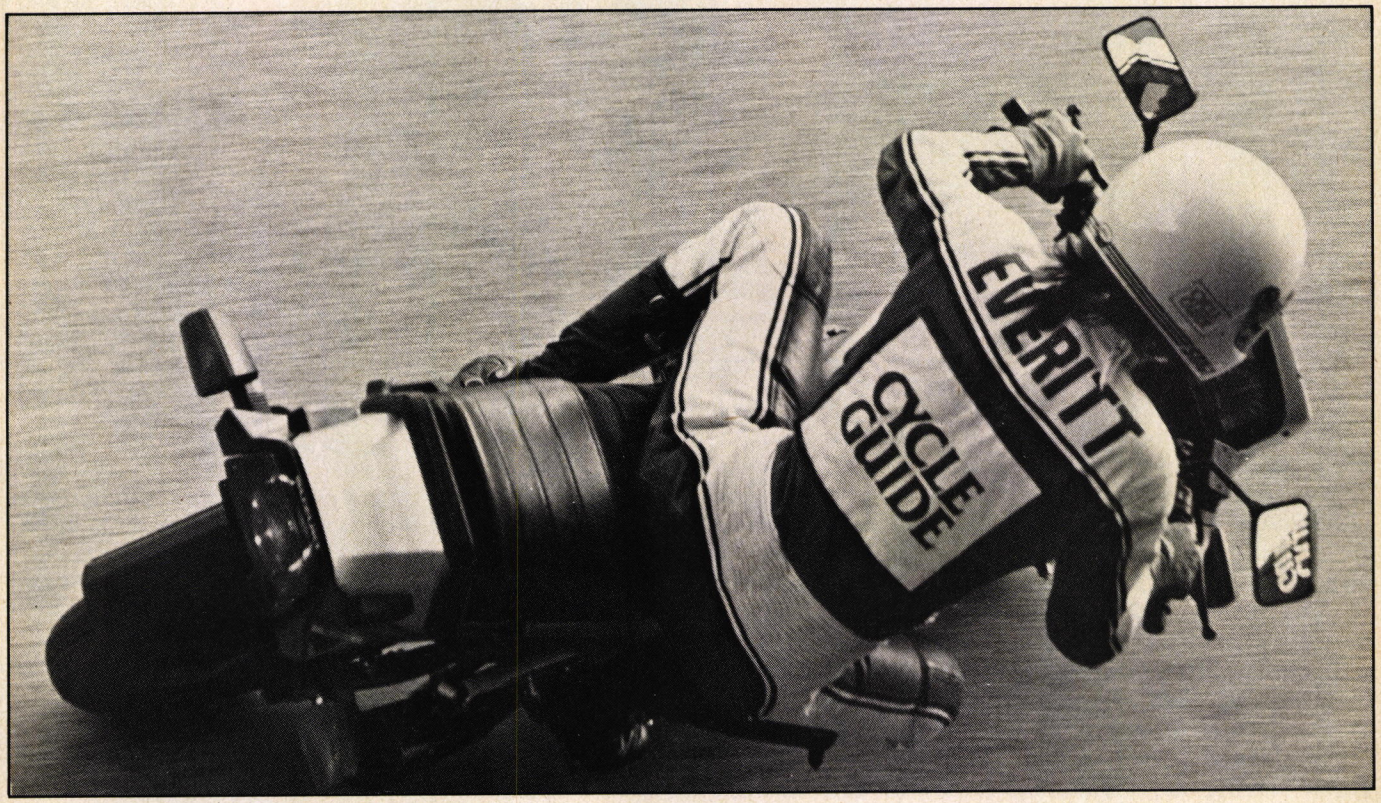
Flat-top pistons replace high-domed ones

For more efficient combustion.



GS's frame makes use of mild-steel, square-section tubing

But underneath the seat, tank and sidecovers, it's all round.



Chassis geometry calibrated for quick steering complements the GS550E's high-revving, short-stroke, 16-valve engine

The combination lets you blitz down tight, twisty roads—provided you keep the rpm up.

COMPARATIVE TEST DATA:

Make and Model	Quarter-Mile, sec/mph	Top Speed, mph	Weight, lbs.	Stopping Distance From 60 mph, ft.
Suzuki GS550E–'83	12.59/104.0	120	443	135
Kawasaki GPz550–'83	12.65/102.9	132	438	144
Suzuki GS550M–'82	13.69/95.9	120	449	135
Kawasaki GPz550–'82	13.20/99.5	132	437	132
Yamaha XJ650 Seca–'82	12.83/103.4	125	469	135
Yamaha XJ550 Seca–'81	12.99/101.7	121	418	119

Continued

The suspension, however, offers better-than-average performance, yielding a nice, taut and controlled ride. Suzuki calls for only 4.3 psi of air in the front fork—for all uses—but we preferred 10 psi. At the stock setting, and with the shock preload on No. 1, the 550E's ride is a bit choppy for a 150-pound rider, and lets the bike get wiggly in bumpy corners. We used the 10 psi fork-setting and No. 3 preload at the rear to firm things up a little, and went to No. 4½ preload at the racetrack to cure a rear-end wobble that showed up at extreme speeds. For street riding, the No. 3 setting gives the GS-E a pleasantly firm ride that neither coddles nor abuses the rider.

Rider comfort is also a function of seating position, and the GS-E's ergonomics reinforce the bike's sporting role, as do the taut suspension control and precise handling. The non-adjustable cast aluminum handlebars and rearset, rubber-cushioned footpegs encourage a ready, aggressive stance just right for corner-charging, yet the position isn't so confining as to be fatiguing for less-intense riding.

Not that there aren't a few flaws in the GS-E's overall character. For instance, even though the 550E's frame promotes good handling manners, cynics will point to Suzuki's cosmetic use of square-section mild-steel tubing for the frame's construction; underneath the seat, gas tank and sidecovers is conventional round tubing. Plus, the engine radiates a moderate amount of low-amplitude/high-frequency vibration, and the Dunlop tires are extremely sensitive to debris on the road. And while the inclusion of a security chain and magnetically keyed lock is a nice touch, the wimpy chain will keep only your best friends honest. But the most maddening feature of the GS-E is the little door covering the fuel petcock; it's virtually impossible to open when you're wearing heavy gloves—especially if they're cold and wet—and that's no help at all if the engine starts running short of fuel when an 18-wheeler is bearing down on you.

Those faults can't dilute the 550E's ability to haul through the backroads, though, and that's where the bike is at its very best. The GS-E copes with normal-type riding well enough that it can't be termed too-specialized, but it's only when you call upon the E's startling speed and quickness to get around a series of tight corners that you recognize how competent a sportbike it truly is—and just how complete a job Suzuki did in building a 550 that is *the* bike to beat in the middleweight class. All it took was a little technological inbreeding. ●

Ride Review

• Suzuki worked wonders in crafting the '83 GS550E. Straight from the crate the bike has all the requisites for mid-displacement performance greatness. But what it also includes baffles me, because it's completely uncharacteristic for Suzuki.

Aside from its performance features, the 550 arrives with a full collection of gimcracks: multi-piece handlebars that can't be adjusted or easily replaced, anti-dive units that work better in the showroom than they do on the street, short-stemmed mirrors that provide a great view of your shoulders, a flimsy security chain and a monumentally annoying petcock door. Doodads—and at their worst, expensive, flawed doodads that don't work. Don't get me wrong, if you want the fastest, best-handling 550 sportbike, this is it. The detail shortcomings aren't enough reason not to buy it—just enough to nag you after you do. —*Larry Works*

• To end up with a 550E, Suzuki changed everything on its existing 550-class charger. Almost everything, that is. Because while the engine and frame aren't a thing like last year's M-model, and the bodywork is spaceship-modern, to me the 550E *feels* just like any 550 Suzuki.

Not the handling; that's razor-sharp. The 550E just might be the best corner-clipping middleweight Suzuki ever has made. It's the engine in the new E-model that feels like an 1982 Suzuki's.

Despite the 16-valve, TSCC technology, the 550E's engine, while delivering more top-end power and making the bike faster overall, has too little midrange pull. So, just like the old eight-valver it replaced, this 550E demands tach-pegging revs and constant shifting. And *that* was the trait I most wanted changed. —*Joe Kress*

• Suzuki's GS550E is pure daydream material. From the moment it arrived, I was constructing fantasies involving snaky roads, dragging pegs and flying sparks. But the problem with dreams is they rarely fit into the confines of reality. And in reality, 90 percent of my street riding is around town. So while the GS is as potent on backroads as I dreamed it would be, its thin powerband and hyper-quick handling take the fun out of my primary riding mode—citybound.

On the other hand, Kawasaki's GPz is one of the world's best street scorchers, *and* it's a blast in town. I'm not talking about taking victory laps around the business district, either. I mean plain old short-sleeves and sneakers riding—stuff that's beneath the Suzuki's notice.

Still, I'm sure the GS is a dream come true for some. But not me, because from now on I'll do my dreaming at night and my street riding on a GPz. —*Ron Lawson*

CYCLE GUIDE SPECIFICATIONS

Suzuki GS550E — street

IMPORTER: U.S. Suzuki Motor Corporation, 3251 East Imperial Highway, Brea, California 92621

SUGGESTED RETAIL PRICE: $2799

ENGINE

Type ..... four-stroke transverse vertical four
Valve arrangement ..... double overhead camshafts, four valves per cylinder
Bore and stroke ..... 60.0mm x 50.6mm
Displacement 572.3cc
Compression ratio 9.8:1
Engine redline ..... 10,000 rpm
Carburetion ..... dual 30mm two-barrel Mikuni constant-vacuum
Air filter ..... disposable paper element
Lubrication ..... wet sump
Starting system ..... electric only
Ignition ..... transistorized breakerless
Charging system ..... 12-volt; 310-watt alternator, voltage regulator/rectifier, 10-ampere-hour battery

DRIVETRAIN

Primary drive ..... helical gears; 1.978:1 ratio
Clutch ..... wet, multi-plate
Final drive ..... #530 O-ring chain (5/8-in. pitch, 1/4-in. width); 3.429:1 (48/14) ratio

Gear	Internal gear ratio	Overall gear ratio	MPH per 1000 RPM
I	2.667	18.083	4.16
II	1.778	12.055	6.24
III	1.381	9.364	8.03
IV	1.174	7.960	9.45
V	1.045	7.089	10.61
VI	0.957	6.486	11.59

SUSPENSION/WHEEL TRAVEL

Front ..... Showa air-spring, 37mm stanchion tube diameter, brake-actuated hydraulic anti-dive/5.6 in. (142mm)
Rear ..... single Showa shock, 13mm spring preload range/5.3 in (135mm)

BRAKES

Front ..... dual double-action hydraulic calipers, 10.3-in. (262mm) effective disc diameter
Rear ..... double-action hydraulic caliper, 9.6-in. (245mm) effective disc diameter

TIRES

Front ..... 100/90-16 Dunlop F14 54H tubeless
Rear ..... 110/90-18 Dunlop K130 61H tubeless

DIMENSIONS AND CAPACITIES

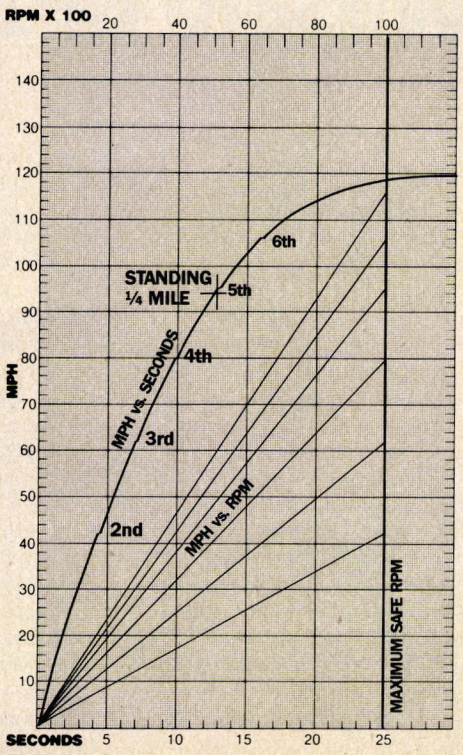
Weight ..... 443 lbs. (200.9kg)
Weight distribution ..... 48.5% front, 51.5% rear
Gross vehicle weight rating (GVWR) ..... 895 lbs. (406kg)
Load capacity (with full fuel tank) ..... 422 lbs. (191kg)
Wheelbase ..... 56.0 to 57.0 in. (1422 to 1447mm)
Seat height ..... 31.1 in. (791mm)
Handlebar width ..... 26.8 in. (680mm)
Footpeg height ..... 13.7 in. (347mm)
Ground clearance ..... 6.0 in. (153mm), at exhaust crossover
Steering head angle ..... 27.0 degrees from vertical
Front wheel trail ..... 3.98 in. (101mm)
Frame ..... tubular and square-section mild steel, double front downtubes
Oil capacity ..... 2.5 qt. (2.4*l*)
Fuel tank ..... steel, 5.0 gal. (19.0*l*), including 0.7 gal. (2.5*l*) reserve
Instrumentation ..... speedometer, odometer, tripmeter resettable to zero, fuel gauge, digital gear indicator

PERFORMANCE

Fuel consumption range .... 39 to 47 mpg (17 to 20km/*l*)
Average fuel consumption ..... 43 mpg (18km/*l*)
Cruising range, maximum ..... 195 to 235 miles (314 to 378km)
Cruising range, reserve only... 27 to 33 miles (43 to 53km)
Speedometer error, 30 mph indicated ..... 30 mph actual
Speedometer error, 55 mph indicated ..... 53 mph actual
Best 1/4-mile acceleration ..... 12.593 sec., 104.04 mph (167 km/h)
Top speed (observed) ..... 120 mph (193 km/h)
Stopping distance from 30 mph ..... 32 ft. (9.8m)
Stopping distance from 60 mph ..... 135 ft. (41.1m)

WARRANTY: 12 months unlimited mileage

AVAILABLE COLORS: silver and red; blue and white



All weights and measurements are taken with machine unladen and fuel tank empty

COMPARISION MINITEST:

Suzuki GS550E vs. Kawasaki GPz550

Suzuki takes aim at the class of the middleweight class.

• Any marksman can tell you that a moving target is hard to draw a bead on. Sitting ducks, though, make for easy pickings; just sight in and blaze away. And that's the position Kawasaki's GPz550 finds itself in for 1983—that of the sitting duck—because while Kawasaki upgraded the 750 and 1100 GPzs, the 550 came out on the short end of the developmental stick, with little more to show for '83 than a change in side-stripe graphics. That let Suzuki get the GPz right in the crosshairs for a GS550E salvo.

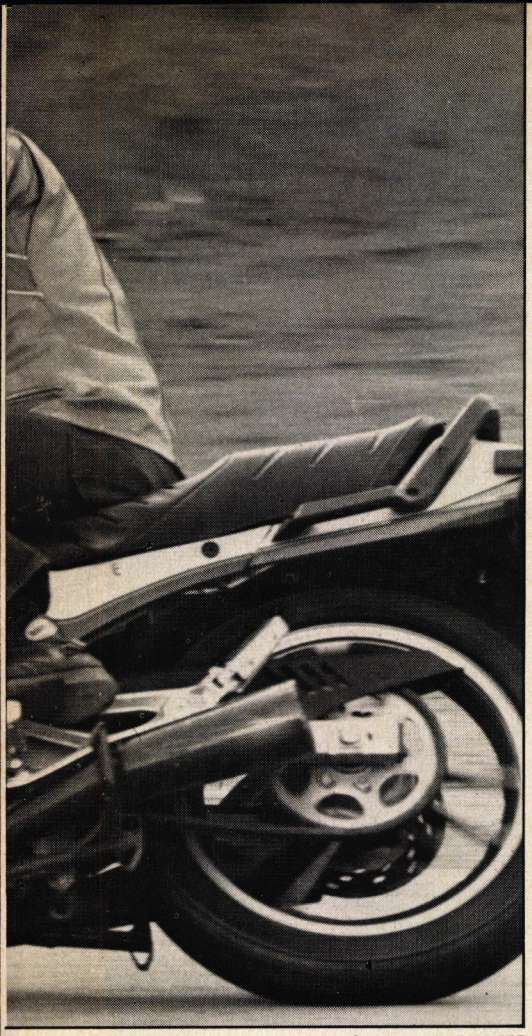
Not that a lot *needed* changing. The GPz550 still is a versatile pocket rocket as at home in Box Stock roadracing as it is for daily commuting. Kawasaki's middleweight has a state-of-the-art rising-rate rear suspension, which it acquired in 1982, and, for firepower, the same DOHC transverse four with two valves per cylinder, virtually unchanged for '83.

And at the dragstrip, it's obvious the GPz550's reflexes haven't slowed a bit; the Kawasaki turned a 12.65-second quarter-mile at 102.9 mph. But the GS550E has an even quicker draw, with its time of 12.59 seconds through the quarter-mile at 104.0 mph. That might not seem like much of an advantage, but no matter how you cut it, the GS550E is quicker and faster than the GPz550.

Away from the narrow reality of the dragstrip, though, the two 550s assume more equal footing. The GPz, for instance, takes less time to warm-up than the GS, but the GPz's push-pull, three-position enrichening knob isn't any easier to adjust than the GS's handlebar-mounted lever; either the engine is wailing away at 4000 rpm or threatening to stall. Once warm, both engines exude a certain amount of four-cylinder buzziness, with the GPz being slightly smoother at double-nickel cruising speeds; it confines its vibration to the saddle, handlebars and footpegs, while the Suzuki gets its gas tank in on the act.

And in terms of throttle response, neither 550 has a real, clear-cut advantage. Both engines respond quickly and cleanly to the throttle, and they're quick-revvers, too; in the lower gears it's absurdly easy to send the tach needle of either bike right past redline if you're not careful. The GPz, however, delivers its power in a more linear fashion than the peaky GS, and the Kawasaki shifts slightly better than the Suzuki, thanks to a shorter shift-lever throw and a lighter return spring. In top-gear roll-ons, though, from 50 and 60 mph, the GS-E lays its 16-valve motor on the GPz's 8-valver and pulls inexorably away, time after time. But the GPz counters with better gas mileage, getting up to 60 mpg with careful riding, while the GS stayed in the 40s.

The Suzuki, then, has a very small edge in speed over the GPz, and the two are otherwise pretty much equal in the engine department. But where Suzuki really blew away the bullseye is in handling. On its own merits, the GPz handles exceptionally well, with light, quick steering and an extra dose of stability it gained last year in the form of an additional 2 inches of wheelbase, 1.5 degrees more steering head angle and 0.4 extra inches of trail than the '81 GPz550. That stability gives the GPz550 the feel of a larger motorcycle, and bolsters rider confidence by not amplifying mistakes in pilot-input. There's plenty of ground clearance, too, with the folding footpegs touching down first to give warning before solid chassis-parts start scraping. And while the GPz's rear disc brake locks a bit too easily and occasionally has the bike backing into corners, the dual-disc front brakes have just a touch of sponginess that provides some leeway in application; you can squeeze the



© 1983 DAVID DEWHURST

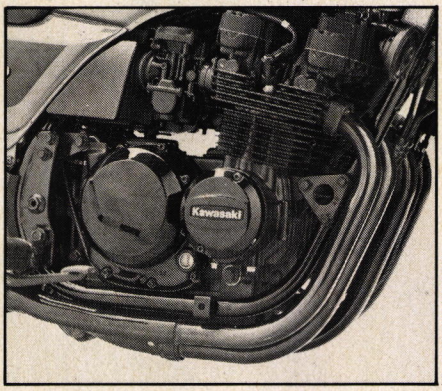
lever harder than you perhaps intended without fear of premature lockup.

And the GPz's bigger-bike feel is all well and good for most riders; they'll find new confidence in their abilities and in the GPz's. But higher-caliber riders will prefer the quicker-steering, more responsive GS550E chassis. Plus, the Suzuki steers with an extra degree of precision, compared to the GPz, and has more ground clearance as well, even if solidly mounted parts do touch down before the footpegs. The GPz certainly isn't ponderous, by any means; it's just that the GS-E, with its 16-inch front wheel, takes noticeably less effort to turn, responds more quickly and can turn-in under the GPz almost at will. Compared to the GS, the GPz's 19-inch front wheel imparts a steering feel that's heavier and slightly vague.

Back in town, though, where the roads run straighter and rider comfort becomes an issue, the GPz550 is a better choice. Its dual-density foam saddle provides a more comfortable perch than the GS's seat, and the GPz's riding position is a little less extreme, with footpegs mounted just a bit lower and farther forward than the GS's. The GPz's cast aluminum handlebars allow a fractionally more upright seating position, too. These are small points, to be sure, but they assume greater importance whenever the rider isn't trying to wear out the sides of the tires.

The Kawasaki's ride is more plush than the Suzuki's, too, especially in the rear, and the GPz has the added benefit of rebound damping adjustability for its single rear shock, so that if the suspension doesn't feel right, you can make it so. That, however, gets offset by the ordeal of changing the shock's spring preload, which involves removing the sidecover, air filter and chainguard just to get to the shock. By comparison, the GS's preload-only adjustment is simplicity itself, requiring nothing more complex than turning a knob.

But for a sporting middleweight, what really matters is how the motorcycle *performs*. That is, in how it works and feels on super-tight backroads where 750s and literbikes feel clumsy and their riders don't have room to pull the trigger on their big-gun's horsepower.



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GPz550 enters '83 virtually unchanged

A clear target for Suzuki's crossfire.

KAWASAKI GPz550

Importer: Kawasaki Motors Corp.
2009 East Edinger Avenue
Santa Ana, California 92711

Category	street
Suggested retail price	$2799
Engine type	four-stroke transverse vertical four
Valve arrangement	double overhead camshafts
Bore and stroke	58.0mm x 52.4mm
Displacement	553.8cc
Compression ratio	10.0:1
Carburetion	four 26mm Teikei Kikaki constant-vacuum
Gearbox	6-speed
Front fork/wheel travel	Showa air-spring, 35mm stanchion tube diameter/6.7 in. (171mm)
Rear shocks/wheel travel	single Kayaba shock, 4-position adjustable rebound damping, 10mm spring preload range/5.6 in. (143mm)
Wheelbase	57.0 in. to 58.4 in. (1447 to 1488mm)
Seat height	30.7 in. (780mm)
Weight	438 lbs. (198.7kg)
Best 1/4-mile acceleration	12.647 sec., 102.97 mph (166 km/h)
Top speed (calculated)	132 mph (212 km/h)
Stopping distance from 60 mph	144 ft. (44.0m)
Fuel consumption	42 to 62 mpg (18 to 26 km/l)
Warranty	12 months unlimited mileage
Available color	red only

Because within that setting, the Suzuki comes out ahead, clearly and obviously, of the GPz. The GS's superior combination of high-revving horsepower and lightning-quick steering, as well as its tighter overall mechanical feel, make it *the* rider's choice for clipping apexes. And those abilities make the GS550E the new sharpshooter of the middleweight class.

—Charles Everitt

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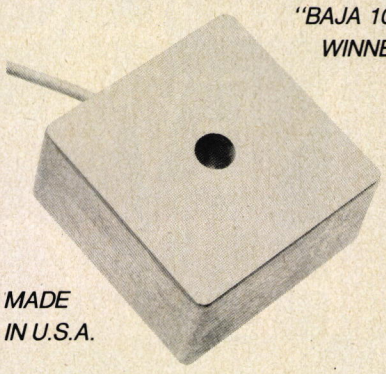

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110/90V19 T/L	130/90V17 T/L	100/90-19 57H T/L	130/90-17 68H T/L	110/90-19 62H T/L	130/90-17 68H T/L
	120/90V18 T/L	110/90-19 62H T/L	120/90-18 65H T/L		
	130/80V18 T/L		130/90-18 69H T/L		

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GUIDE LINES

Cycle Guide's Monthly Chronicle of Scoops, Tips, Rumors and Hard Facts

BY JOE KRESS

COMING SOON

• Yamaha had a few more cards to play for 1983. That company just released—in Japan—its XJ400Z, an all-new, liquid-cooled in-line four. This sporting 400 is said to be the first in a series of liquid-cooled, four-cylinder Yamahas. The 400 should be followed by a similar 550 and a 750cc liquid-cooled vee-four.

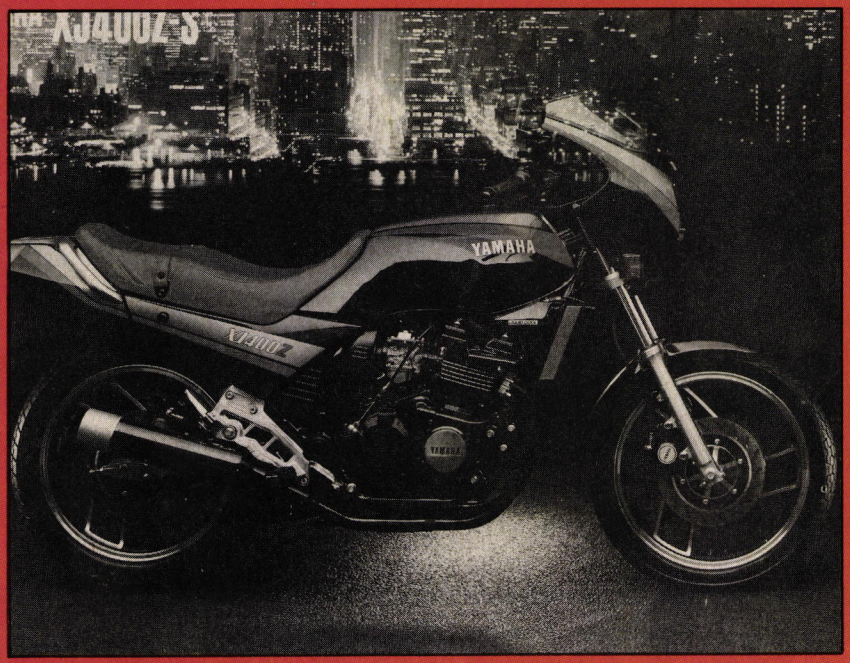
• There's something in those cards for dual-purpose riders, as well, since Yamaha also debuted the XT250T. In most respects, the new, quarter-liter, dual-purpose bike is similar to Yamaha's XT550, except that the new XT250T on- and off-roader has a double-cam design engine.

• Meanwhile, on the other side of the globe, Triumph showed off some of its new bikes. Leading off was the 599cc Daytona. The Daytona is an air-cooled vertical twin with wire-spoke wheels and classic Triumph styling. Also shown was a custom version, with a teardrop tank and a pullback bar. It's called the Thunderbird.

• Triumph's 750cc TSX four-valve bike is back for '83, as is the 750cc TSX Custom. This year, though, the Custom gets more than just some styling licks. It comes with an eight-valve engine and now is called the Custom TSX-8.

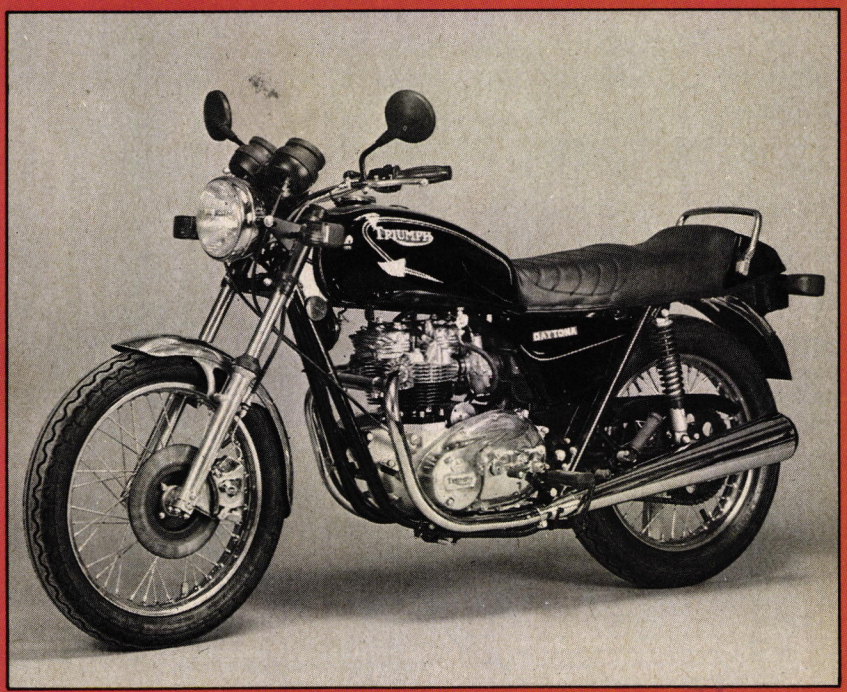
• The eight-valve 750cc TSS Triumph, introduced last year, has a new frame for '83. The AV (Anti-Vibration) frame is available only on the traditionally styled TSS. The air-cooled vertical-twin engine is rubber-mounted in the new frame, and uses the rear of the engine as the swingarm pivot. Triumph claims its new AV system is superior to the old Norton Isolastic frame because the AV is engineered to better keep the swingarm in line when the rubber mounting bushings are worn.

• Those Triumphs are available now, this one isn't—not yet. The 900cc, liquid-cooled Triumph Phoenix still is undergoing testing, but the all-new bike is far enough along in development to allow a public showing. It's reported that the DOHC, four-valve engine (which has twin exhaust ports and pipes for each cylinder, and also serves as a stressed member of the frame) is exceptionally smooth for a twin. The bike has a unique engine counterbalancer that is said to be neither chain- nor gear-driven. The prototype Phoenix mounts twin Amal carburetors, but that fuel system might not be the one used on the production-model Phoenix. Triumph is experimenting with other induction setups for the Phoenix, including a Lucas-made electronic fuel-injection system.



Yamaha's liquid-cooled XJ400Z has the midsize sportbike waters roiling

There's more to come.



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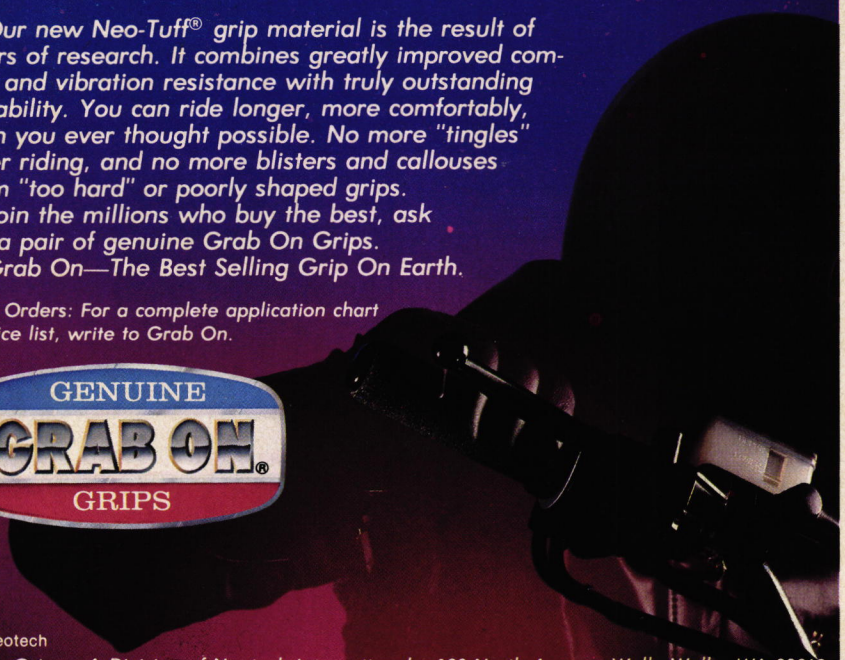

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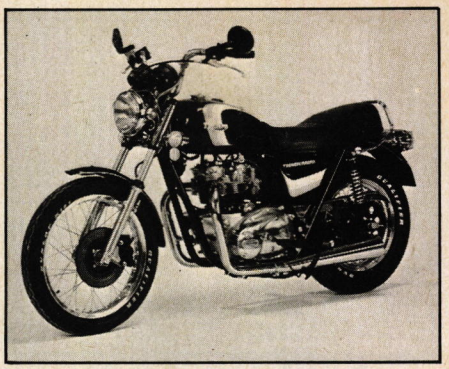
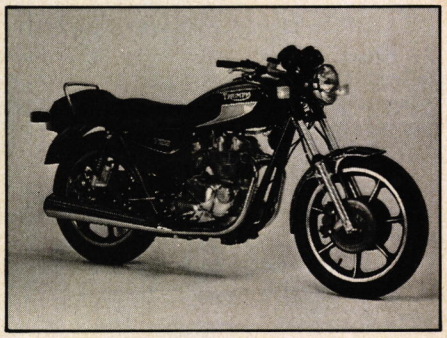


High bar and tank make the Thunderbird

Triumph's 599cc street cruiser.



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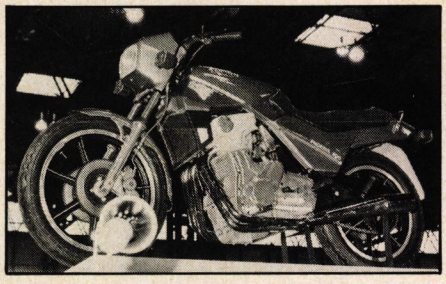

The long-rumored Triumph is real

Phoenix 900—liquid-cooling and all.

Yamaha takes twin cams off-roading

The XT250T has four valves, too.

HARD CASH

• Henry Ford once said he'd gladly *give* his cars away—if his company could be assured sales for all the replacement parts those cars ever needed. Replacement-part profit margins traditionally have been high, especially the margin on genuine factory replacement parts. In

Continued

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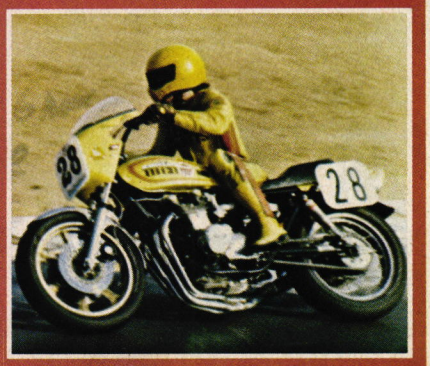

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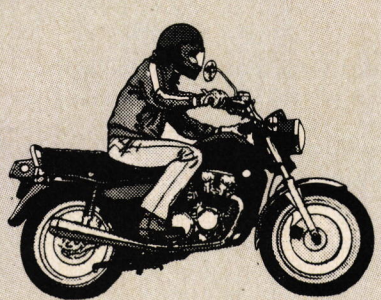


MOTORCYCLE INDUSTRY COUNCIL, INC.

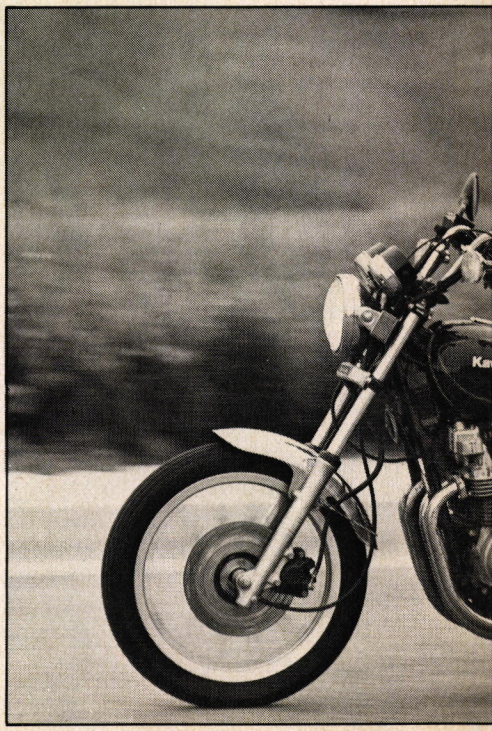
10,000-MILE REPORT:
Kawasaki KZ650CSR

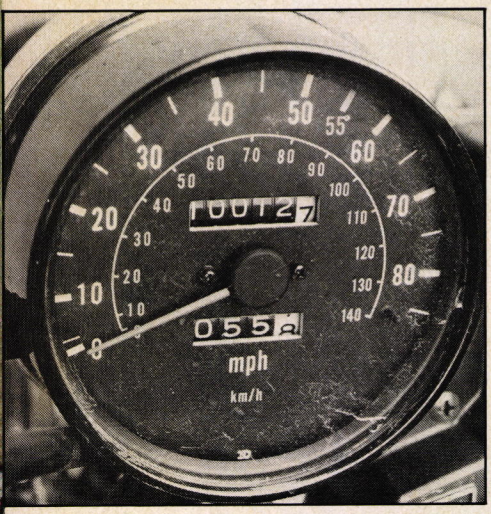
Long-term testing . . . with a twist.

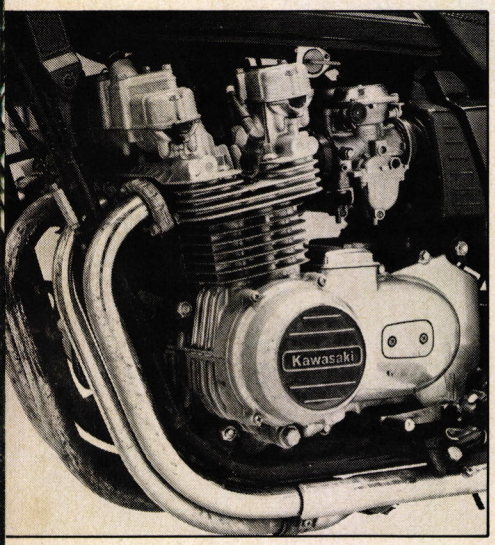
• Ten-thousand trouble-free miles from a new bike used to be big news. It wasn't long ago when a trip to the next town meant having to carry spare plugs, bulbs and a master link. But about the only things stuffed into jacket pockets these days—for a cross-country trip—are a credit card and a good map.

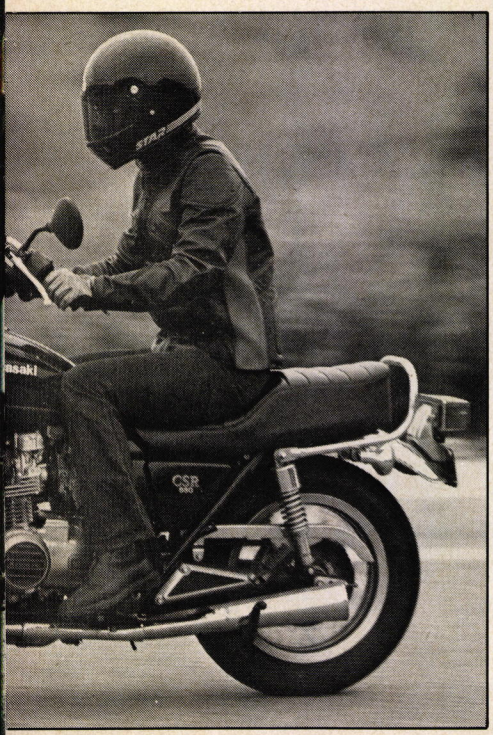
Modern bikes are that reliable. Given a regular maintenance schedule, just about any streetbike can roll up 10,000 miles. So when we took delivery of this 650CSR for a long-term test we tried something a little different. We tested the bike for 10,000 miles, all right, but as far as regular maintenance, the bike got next to none. No oil or filter changes, and almost no chain adjustments. In short, an exaggerated version of the maintenance a large percentage of streetbikes have to survive.

Now, we weren't trying to break the bike, so we didn't ride it as if we were conducting a destruction analysis. Instead, the CSR was used exactly as we thought a 650cc streetcruiser most likely would be used: moderate speeds, moderate revs and a vari-









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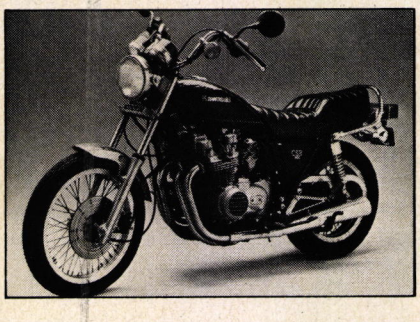
ety of trips. Our CSR saw around-town use, extended weekend-duty and a few multi-state, weeks-long tours. Throughout the test we never really pushed the bike to see what would break, but with the sporadic maintenance schedule, we gave it every opportunity to fail.

It took the better part of a year to put 10,000 miles on the Kawasaki. The bike traveled over most of the western half of the U.S., below sea level in Death Valley and at 11,000 feet through Rocky Mountain passes. And *nothing* went wrong. The CSR never skipped a beat, never left us stranded, never even faltered. It looked like it should have, though. Our limited-maintenance plan extended to washing, and if it didn't rain, this bike didn't see water. By the end of the test we had one *used*-looking Kawasaki.

But when the bike finally rolled into the shop with its odometer reading 10,000 miles, we found that beneath all the grime the CSR still was basically solid. The engine's compression was slightly down (reading 120 psi cold; it should be 150) but the CSR didn't use excessive amounts of oil, nor did it have any strange, expensive-sounding noises. The bike still started-up easily and pulled through the gears just fine. The drive chain, however, desperately needed a thorough cleanup, lube and adjustment, and over the year's time the machine developed



a few leaks: The air cap on the right fork leg wouldn't hold pressure and the front-brake master cylinder leaked a bit around the cap. Surprisingly, though, the air filter still was in fine shape and didn't need replacing, and the battery (which wasn't touched in a year) was strong, although its acid level had dropped to the half-full mark.

After 10,000 miles our Kawasaki was ready for a new rear tire, but up front the other half of that original set of Bridgestones had plenty of rubber left. The front spokes all were still tight and the rim ran true, but the rear wheel needed an adjusting session because a few spokes had loosened up.

But that's it; 10,000 maintenance-free miles left us with a Kawasaki that needed a complete, front-to-back, by-the-numbers going over, but nothing else. A full day in the shop would have the CSR ready to go out and do it all over again—but this time with regular pit stops scheduled along the way.

—*Joe Kress*

Continued

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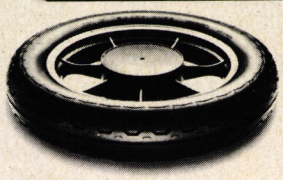

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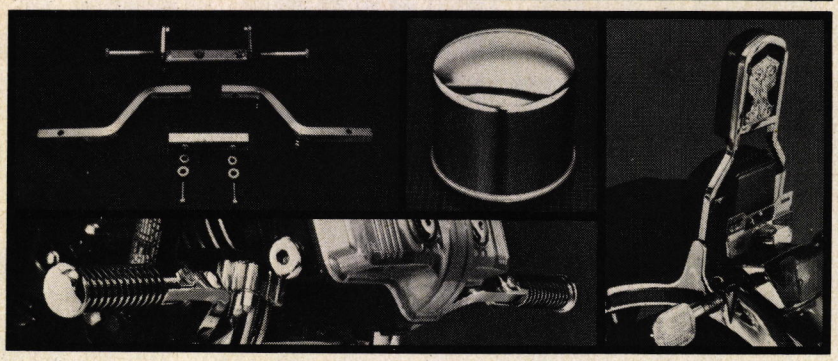

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GUIDE LINES *Continued*

England, however, the recent influx of low-priced aftermarket replacements, especially parts manufactured in Taiwan, drastically cut into Honda dealerships' parts sales. The losses were sufficient to cause the company to re-evaluate its parts-pricing schedule. The result was a dramatic price cut, up to 60 percent in some cases. Some of the parts that now have new, lower prices are chains, sprockets and exhaust systems.

• And Honda isn't the only company losing parts sales to aftermarket companies. Kawasaki was battling the same problem in England. It's solution, like Honda's, was to lower prices on some of its more popular replacement parts. In Kawasaki's case, the price cuts were up to 75 percent.

• Triumph is doing a little cutting back in England, too; not on parts prices, but on the physical size of its production facility. The company is moving from its Meriden factory, a 22-acre site built when Triumphs were big sellers, to the city of Coventry. In recent years Triumph had been using only one-quarter of the available production space at Meriden, and so will open a smaller plant on Cash's Road, Coventry. Triumph moved away from Coventry 40 years ago, when its Priory Road factory was flattened in the 1943 WWII blitz.

• Ducati has a new master distributor in the U.S. The VM Group, of Houston, Texas, (which already coordinated U.S. imports for Ducati's stationary diesel engines) will replace the Berliner Motor Corp. as the importer of Ducati motorcycles. The new organization tentatively is titled Ducati U.S.A.

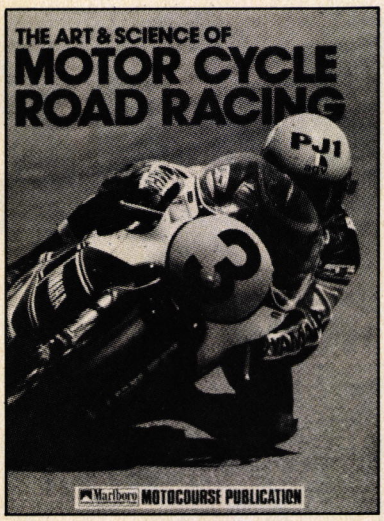
• President Reagan's April 2 approval of the ITC's import tariff recommendation is, among other things, going to increase the price of Japanese motorcycles in this country. Just how much that increase will be, however, is unknown at this time; spokesmen for Honda, Kawasaki, Suzuki and Yamaha have no comment on the subject.

FEDERAL CASES

• The 55-mph national speed limit, imposed in 1974 in the interest of conserving gasoline, just won't go away. But the state of Wyoming might have found a way to circumvent that nine-year-old federal mandate. The Wyoming legislature recently passed a bill establishing a $5 maximum fine for speeding convictions up to 75 mph. The 75-mph limit applies only to Interstate highways in Wyoming during daylight hours. The speed ceiling for the $5 fine on all other public roads in that state, and on the Interstates at night, is 65 mph.

• And on another front, Justice Dewey Newton, a local judge in Woodburn, Oregon, has decided the 55-mph national speed limit is in violation of the U.S. Constitution. Newton dropped the charges in 20 speeding cases the day he made his statement. Justice Newton said that because the speed limit was imposed during a fuel shortage, and a review of the current fuel supply situation never has been made, the double nickel is arbitrary and unfair. The judge

Book Review



THE ART & SCIENCE OF MOTORCYCLE ROAD RACING
by Peter Clifford
268 pages, $19.90
Motorbooks International
P.O. Box 2
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• Every successful roadracer agrees that experience is the best teacher. But if there's a short cut to first place, take it. The *Art & Science of Motorcycle Road Racing* is just such a short cut. British moto-journalist and weekend racer Peter Clifford distills into 12 chapters the mechanics of racebike preparation *and* the fundamentals of riding into easy, entertaining reading. And with more than 120 photographs and illustrations—20 in color—the book is stimulating as well as educational.

For the most part Clifford's approach is straightforward, gearing up with Chapter One's "The Rider," finally reaching the more enlightening material covered in later chapters "Circuits" and "Rivals." But by substantiating his racing theories with professional racers' quotes, Clifford makes these topics seem more like trackside discussion than armchair reading. Consequently, you get a taste of how these riders think and react to situations that one day—if you intend to be a roadracer—you will more than likely encounter. And it's the chemistry of a rider, as Kenny Roberts says in the book's foreword, that determines who will be successful on the track.

Roberts' opening words actually double the book's value. What is intended to be a groundwork for understanding the relationship between racing, and art and science, ends up as a brief lecture in which The King triggers the reader to *think* while on the track. As he says, art and science aren't worth a damn if you don't think. And as a short cut to race-think, Clifford's book is spot on. *—Dain Gingerelli*

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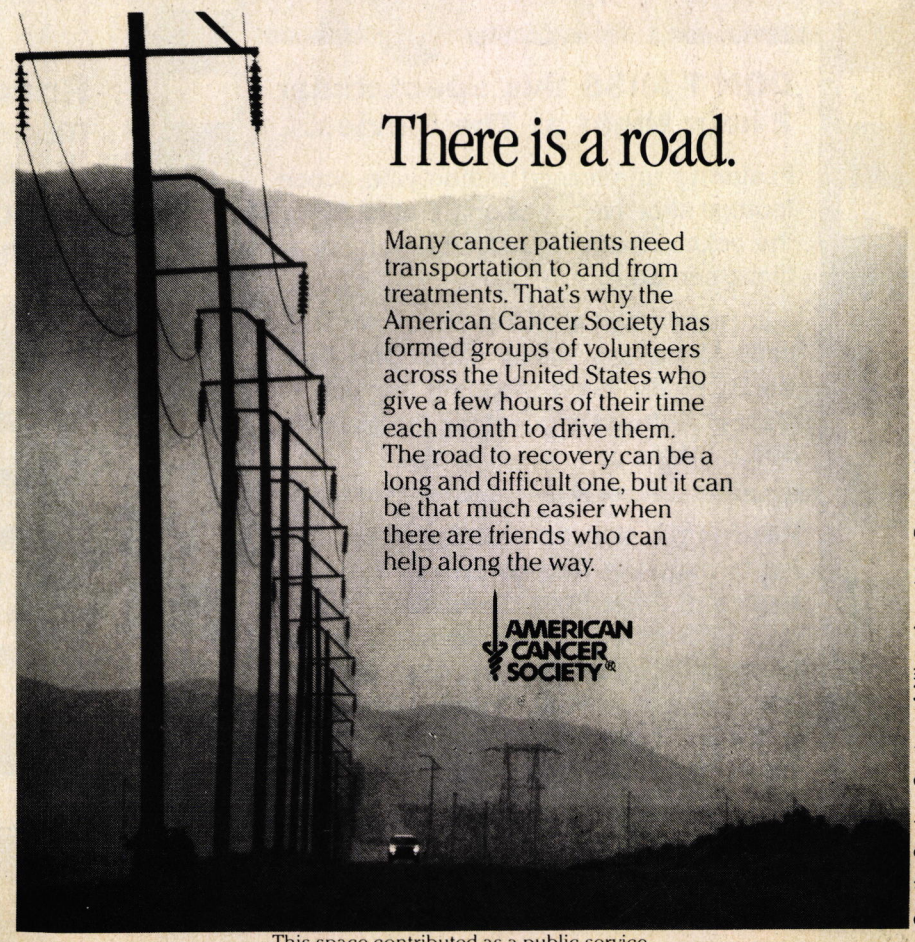
There is a road.
Many cancer patients need transportation to and from treatments. That's why the American Cancer Society has formed groups of volunteers across the United States who give a few hours of their time each month to drive them. The road to recovery can be a long and difficult one, but it can be that much easier when there are friends who can help along the way.
AMERICAN CANCER SOCIETY

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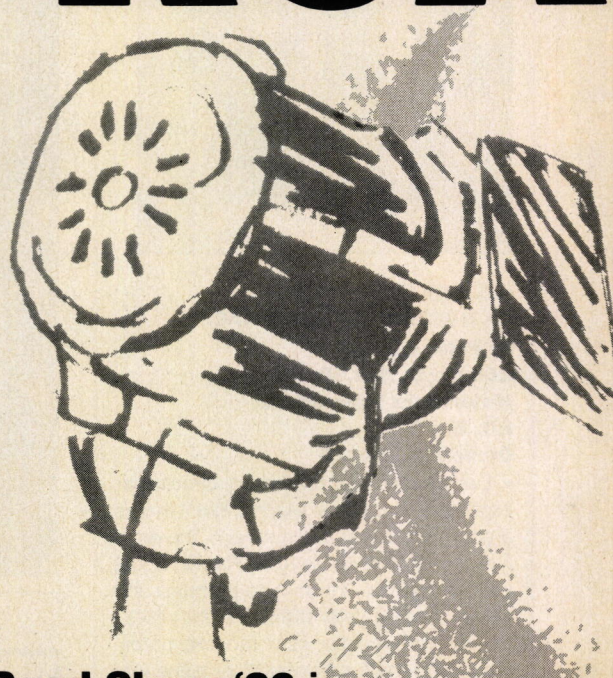

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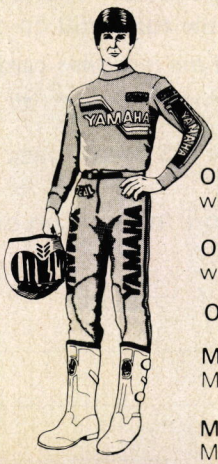

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GUIDE LINES *Continued*

said he would continue to dismiss cases for driving or riding faster than 55 mph.

• Ray Peck, current head of the National Highway Traffic Safety Administration (NHTSA) recently came under fire from his predecessor, Joan Claybrook. Claybrook said that, under her tenure, NHTSA had accumulated a large body of information on motorcycle safety, and that Peck, by ignoring this information, is turning his back on the lifesaving potential of her administration's work. Claybrook claimed she had research projects started on methods of improving motorcyclists' visibility to others on the road, safety advantages of crash bars, revisions of motorcycle-licensing skill tests and a $280,000 program to promote the use of helmets.

• If a recently proposed Connecticut bill becomes law, motorcycles in that state soon will have a new, and not just a little strange, look. HB5264 proposes that motorcycle license plates be the same size as automobile plates.

RUMORS

• From what we've been hearing, the Weslake engine works must be a pretty busy place these days. Not only has the English company been working with Triumph (developing the new series of liquid-cooled twins—the 900cc Phoenix is just the first), but we're told that Weslake has been collaborating with yet another British manufacturer. This project, we understand, is an all-new streetbike that uses a modified Weslake speedway single for power. Supposedly, a few of the road-going 500cc lightweights already have been completed and preliminary tests indicate that Weslake has gotten close to 50 reliable horsepower from the converted speedway engine and mounted it in a bike weighing less than 300 pounds.

• Pirelli isn't the only tire company trying something new. While Pirelli's motorcycle radial (more on this later) has taken one aspect of automobile-tire technology and applied it to motorcycles, Dunlop, we're told, is working on another. Word from England has it that the new Dunlop, a project that might have been undertaken for Harley-Davidson, is a run-flat tire. Testing promises that, even with its sidewall blown out, the new Dunlop will stay on its rim at moderate speeds, allowing enough control to safely ride the bike to a shop for proper repairs.

• And don't be surprised to see a new sporting tire from Dunlop. We've just heard about the K-391, a next-generation Sport Elite. The K-391, we understand, retains the aggressive look of the K-291 but is compounded for longer wear and European-style street riding.

• If our man in Berlin is right you can start checking off the days on the calendar until the BMW inline-four arrives. He says the fuel-injected, 1000cc machine could be unveiled as soon as early September.

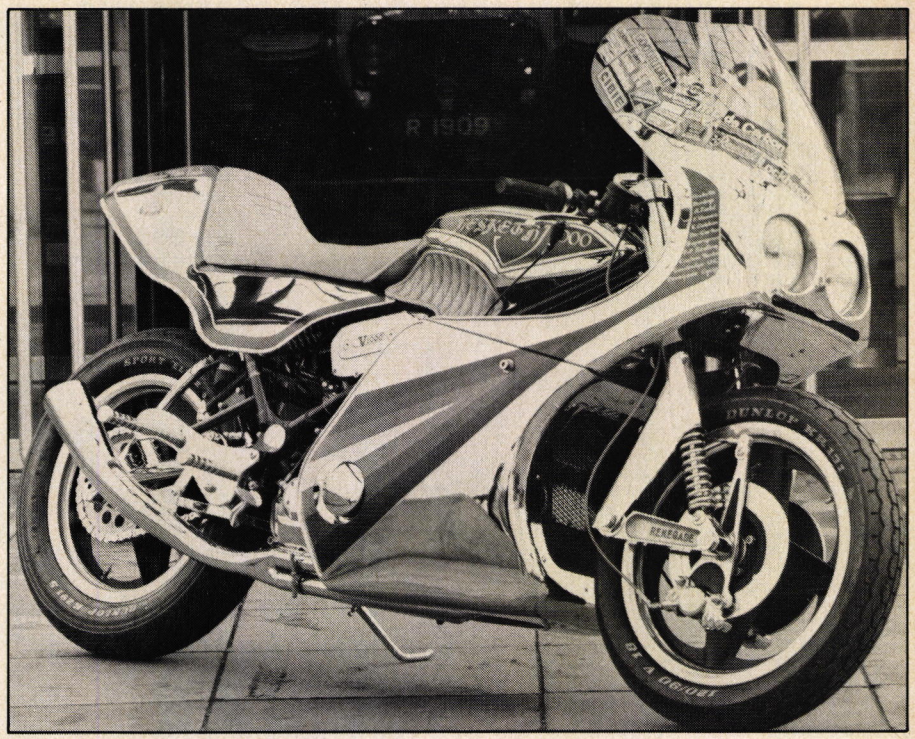
• Husqvarna's big four-stroke single might also arrive sooner than expected. It's said the OHC four-valve single will be billed as an '83½ model, and the rumor mill goes on to talk of a unique lubrication system.

• Something else we've been hearing about lately is fuel injection. What would you think of an aftermarket electro/mechanical injection system to fit most popular inline-fours? It's quite possible that at least one California company has just such a system de-bugged, streetable and almost ready for sale. No word on price.

APART FROM THE CROWD

• Malcolm Forbes has done it again. A few months ago, the noted publisher took delivery of the very first Bimota that Cosmopolitan Motors, the new importer for the Italian bike, brought into this country. This time, Forbes spent his money with Krauser, adding yet another exclusive motorcycle to his already huge collection. The first U.S. production version of the Krauser MKM1000–frame number 1, in fact–now belongs to Malcolm Forbes. The bike was ready for him last September, but delivery had to be put off awhile; Forbes was busy touring mainland China on another one of his bikes. This is the kind of schedule-shuffling *some* motorcyclists have to deal with.

• But one man's collectible classic is another man's custom-bike base. Another Malcolm, Malcolm Cox, of Birmingham, England, saw ab-

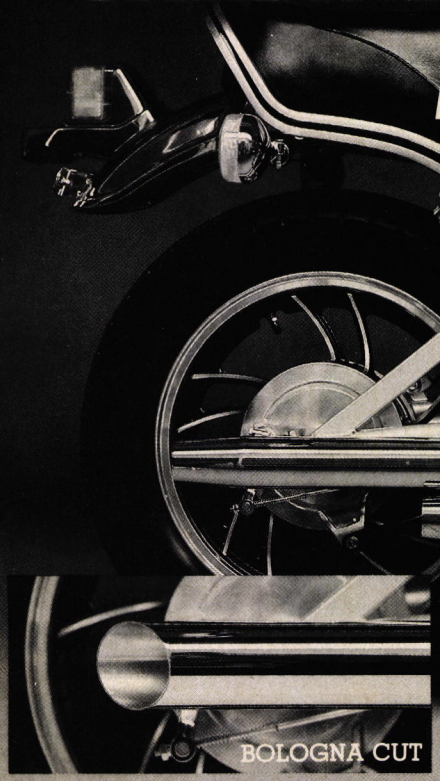


Malcolm Cox is a collector who just can't leave things alone

He knew what he wanted and it wasn't a stock Hesketh.

Continued

JARDINE POWER FOR VIRAGO AND XV920



Jardine announces a new staggered-dual exhaust system for the Yamaha Virago and XV920. Available in either tapered end or bologna cut styles, the new pipes feature the mellow throatiness that you can only get from a big V-twin. In addition, you get the extra Jardine punch that'll stir your blood. Turn on your Yamaha now and turn a few heads—with Jardine.

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My name is Malcolm Forbes and yours isn't

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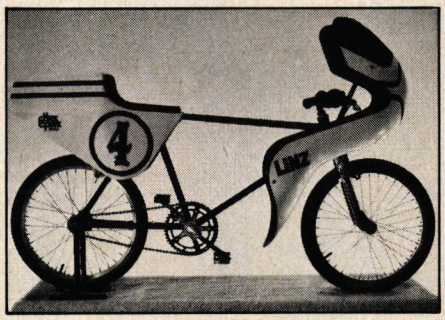
solutely no reason to leave his Hesketh V-1000 stock, and spent nearly $20,000 changing it. From the leading-link fork to the monoshock rear suspension, Cox's Hesketh bears little resemblance to the original. In fact, the only part of the bike that hasn't been changed is the engine. It however, is covered by a hand-formed aluminum fairing with a matching tank and tail-section. Those with an eye toward the future might wonder about the wisdom of Cox's project bike, but they'll never overlook it: Almost $4000 of the total modification cost was spent on chrome plating

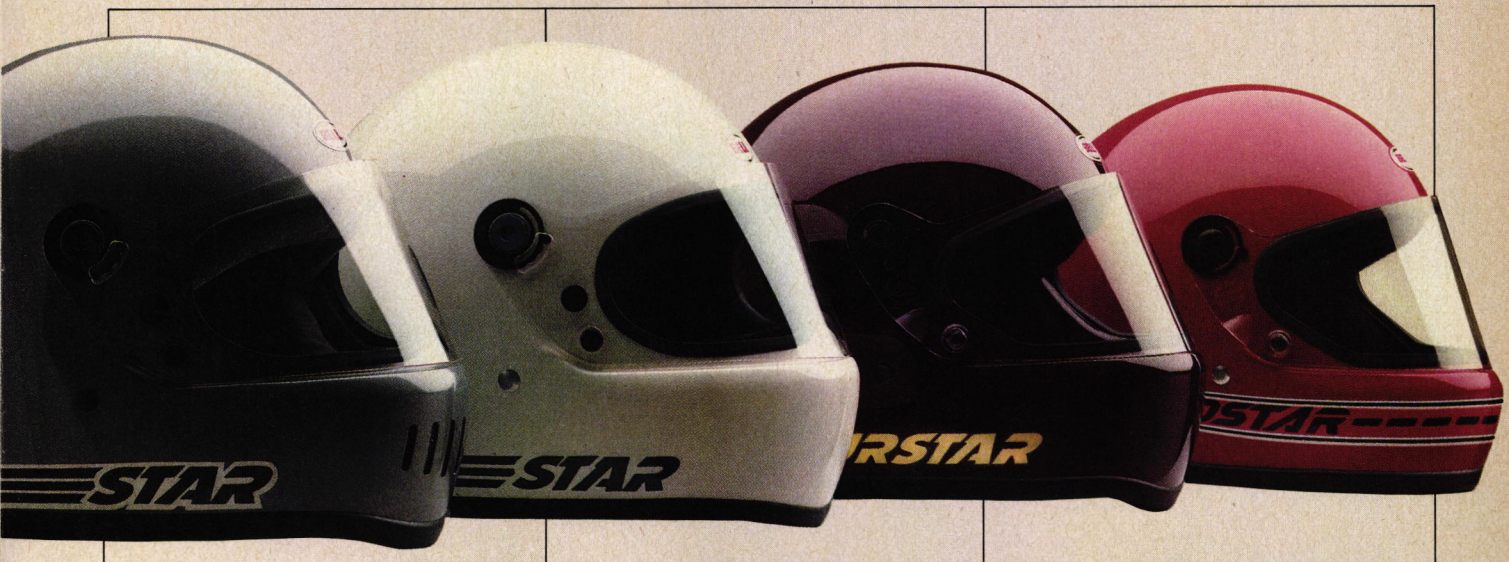


The all-new Linz roadracer

Tough on the uphills, though.

• And for those who want to hone their road-race skills on a budget there's the Linz, from Hank and Frank Bicycles (106 East 14th. Street, Oakland, California 94606). Low bar, full fairing—the Linz has it all. And pedal power comes much cheaper than gasoline; just be sure the practice course is all downhill. •

Four things you should know before hitting the streets.



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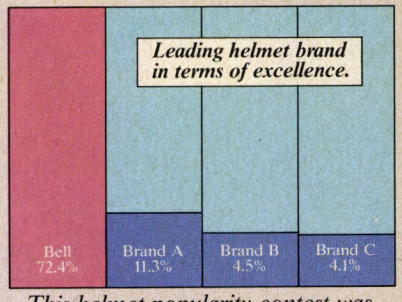

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COMPARISON ENDURO TEST:

Honda XR350R vs. Husqvarna 430WR

It's two-stroke against four-stroke in an enduro classic: the war of the woods.

BY RON LAWSON

Continued

PHOTOGRAPHY © 1983 DAVID DEWHURST

If you're an off-road racer who rides to win, it's almost a foregone conclusion that you ride a two-stroke.

The reasons are clear and simple: Two-strokes are lighter, less complicated and, most important, faster than anything yet to emerge from poppet-valve technology. Four-stroke loyalists have always fallen back on the premise that thumpers offer greater reliability and superior tractability for knobby-tire racing, but race results over the past decade or so speak for themselves: The road to victory is best traveled on a two-stroke.

But now there's fresh ammunition for the battle-weary four-stroke troops. A new challenger has ridden into the picture and it just might crumble the foundations of two-stroke domination by daring to enter a realm that hasn't heard the thunder of a competitive four-stroke in years: the woods. It's Honda's XR350R, a four-stroke made just for enduros—real, *east*ern-style, deep-woods enduros. This is a motorcycle that hasn't been compromised by the need to serve cross-country riders, since Honda has assigned that task to the XR500. Instead, the 350 is a woods bike, pure and simple. And that sharp focus results not only in the most hard-core enduro motorcycle ever built by Honda, but the most hard-core *four-stroke* enduro bike ever built by any manufacturer. So, since the Open-class XR350R is such a landmark motorcycle, it begs comparison with the best the two-stroke legions have to offer.

That title, of course, belongs to the Husqvarna 430WR. Like the Honda, its primary mission is woods-warfare, leaving the desert and cross-country racing to other models. In the veins of the 430 runs the blood of 13 American enduro championships, as well as a mother lode of ISDE gold. The 430 WR clearly is the pick of the Open-class enduro litter, and for the Honda to match it checkpoint-to-checkpoint would be more than impressive; it would be a sure sign that four-strokes were back in the hunt for the first time in a generation.

To undertake this task, the XR employs the most current technology of any dirt-going production four-stroke. For example, the XR uses dual 26mm Keihin carburetors in an intake system that's similar to that on Yamaha's XT550. The primary (left-side) carb handles all the fuel-mixing chores during the first one-third of throttle rotation, then a mechanical linkage opens the second carb at an accelerated rate so that both venturis reach wide-open at the same time. The idea is to provide the crisp low-end response afforded by a small-venturi carb while also providing sufficient venturi area for high-rpm breathing.

None of the classic two- and four-stroke traits are evident in the XR and WR

Unless you're accustomed to agile four-strokes and torquey two-strokes.

The Honda and Husqvarna are enduro weapons that have almost nothing in common

But in riding territory, both prefer tight trails to open ground.

The XR350R also debuts Honda's all-new Radial Four-Valve Combustion chamber (RFVC). In conventional four-valve cylinder heads, like valves are parallel—that is, the two intakes are parallel, as are the two exhausts, although the intakes obviously are not parallel to the exhausts. But in the RFVC, the valve stems are splayed outward radially, with no two being parallel, so the valve heads can conform more closely to the inner contours of the domed combustion chamber. Thus the chamber can have more of a true hemispherical shape for improved combustion, while with parallel valves, the valve heads constitute two wide, flat areas that interrupt the trueness of the dome.

This design called for some innovative valve gear, however, since the operating ends of conventional rocker arms can rock only in a perfectly vertical arc (if the cam is horizontal, as it is on the XR), while the RFVC's valve stems are not vertical in any plane. The solution was to use *two* rocker arms per valve. There's a primary rocker that is quite conventional, except that instead of pushing down on the valve stem, it pushes on a secondary rocker, called a subrocker, that has a separate pivot that allows it to rock in the same direction as its valve is angled. A complicated system, to be sure, but one that Honda deems necessary to compete in two-stroke territory.

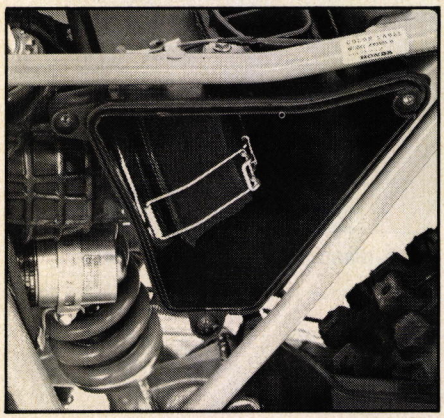
Honda also decided to equip the XR with a gear-driven counterbalancer just ahead of the crankshaft. Without it, the engineers claim, not only would the engine shake, but any weight saved would be regained in the frame, which would have to be made stronger to withstand the added vibration.

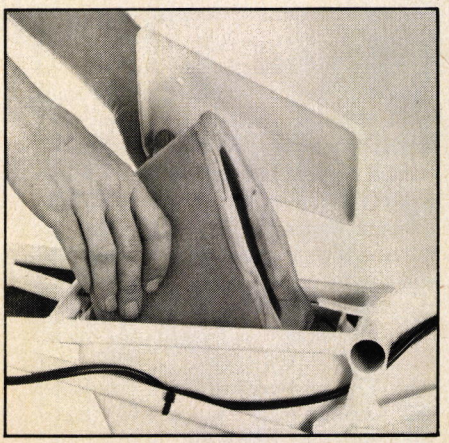
The Husky, of course, needs no balancer, but it does share one fundamental feature with the XR: a six-speed transmission. The Honda's ratios are closer and lower, though, and in fact the Honda's gearing is so low that first gear is rarely needed. Which is just as well, since whenever the gearbox is quickly jabbed into first, the shift mechanism's rebound spring pulls the tranny back up into neutral. That can be scary, especially if you're in the midst of scaling a steep uphill. Honda currently is investigating the problem to determine if it is typical of all XR350Rs or peculiar to our test motorcycle.

It's in matters like this where the Husqvarna has a distinct advantage: The 430 engine isn't new and so the bugs have long since been worked out. The WR is powered by the same basic workhorse motor that has been winning enduros since the late Seventies. There are no rocker arms or dual carbs, just a simple, reed-valved, 429.9cc powerplant. The top end, in fact, is identical to that used on last year's motocrosser. Husqvarna simply relied on a different pipe and external-flywheel ignition to bring the power characteristics into line with enduro requirements.

As you might expect from a machine with a 90cc displacement advantage, the Husky has more power than the Honda. But that's probably the only guess you'll get right about these two machines; because in most respects, starting with the way that power is delivered, the XR and the WR don't stack up as they logically should.

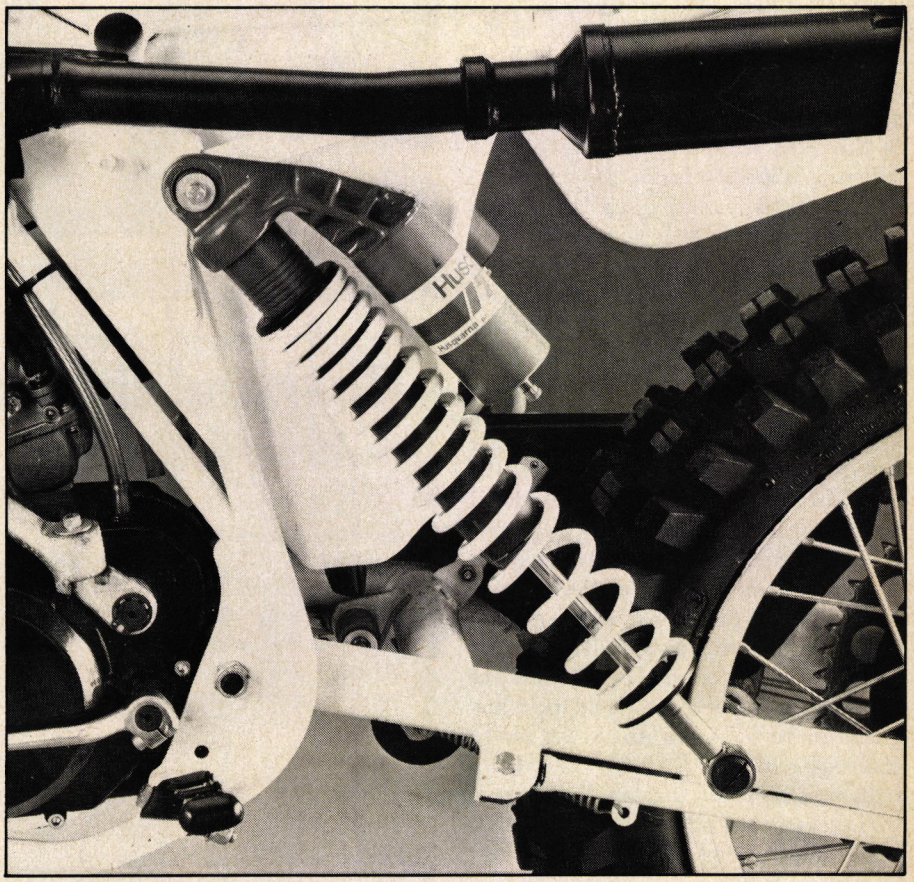
For instance, four-stroke engines are supposed to have more torque and be easier to use than two-strokes, right? Well, both machines have outstanding low-end power, but the broader powerband belongs to the WR. The Husky pulls from the basement to the attic, and all along the way it's just as smooth and controllable as the XR or any four-stroke. And because the WR has considerably more flywheel inertia than the XR, it often behaves more like the stereotypical four-stroke than the Honda does. No matter how slow you're going or what gear you're in, the Husky is unstoppable as





Two approaches to filter maintenance

XR from the side, WR through the top.



Husqvarna is the last of an anything-but-dead twin-shock enduro breed

With Husky's ITC system, Ohlins shocks still rate as the best in the woods.

Continued

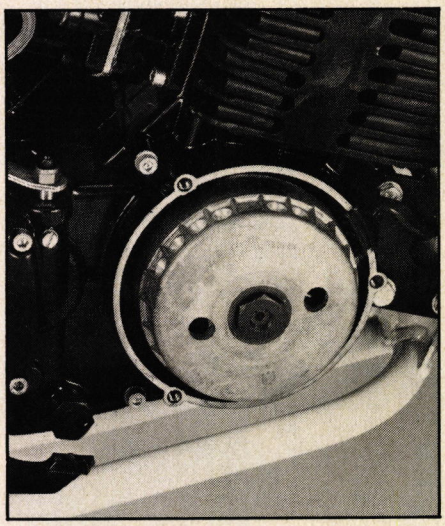
long as the throttle is cracked open. With the lighter-flywheel Honda, however, your momentum can be cut drastically if you let off the gas a fraction too much. With the stock No. 35 pilot jet in the primary carb, the engine often died at low rpm, but a No. 40 jet provided an easy fix and made the XR more responsive.

And throttle response is another area where four-stroke legend is off-center. If you expect the XR to be the least willing to pay immediate attention to what your right hand is saying, you're wrong. The Honda is as snappy as any two-stroke Open enduro bike on the market, whereas all of the WR's flywheel inertia makes its engine decidedly slower to respond to a twist of the wrist. Occasionally, though, the XR's motor will stumble and cough in classic four-stroke fashion when the throttle is opened, most often after a long downhill.

Another place the Honda betrays its four-stroke heritage is on fast fireroads, where the XR runs out of top-end steam much earlier than the WR. You can write that off to the difference in displacement if you wish, just as you can use that cc-handicap to explain most of the other ways these two engines differ.

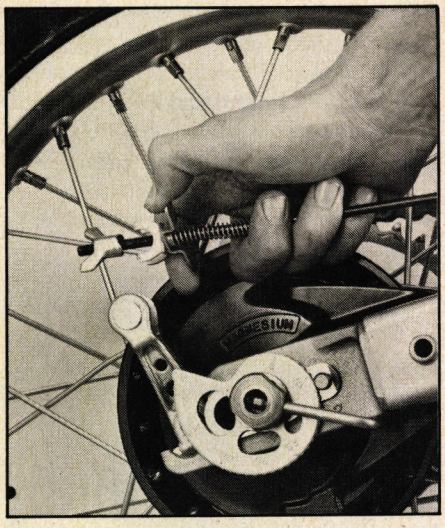
That excuse won't work when it comes to maneuverability and tight-trail performance, though, for these are areas in which the XR and the WR continue to baffle those who have read the rules on how two-strokes and four-strokes *should* differ. Both machines have excellent low-end torque, so in the deep woods the displacement difference is less of a factor, and the importance is placed more on agility. Believe it or not, the four-stroke is the more agile of the two. The XR is shorter than the Husky, has quicker steering geometry and, despite its five-pound weight disadvantage, feels lighter than the WR. All that adds up to a machine that's easy to ride. Never mind that talk about Open-class four-strokes being big, top-heavy and clumsy; that's just two-stroke propaganda. The feel of the XR350R has more in common with an XR200 than it does with any large-displacement thumper. Conversely, the quick steering geometry that makes the XR such an efficient tree-dodger can become a handicap when the trail opens up. The front of the XR is easily deflected by ruts and tree roots, and riding over the round rocks and miniature boulders of a stream bed can be challenging.

In handling characteristics, the Husky is the exact opposite of the Honda. Instead of being quick-steering and sometimes erratic, the WR is stable almost to a fault. In fact, any time one of our riders switched from the XR to the WR, he invariably spent



Husqvarna SEM ignition

With 140 watts of night-ridability.



Quick-disconnect Honda rear brake

For no-time flat repairs.

Charting the Changes

Engine: The WR's powerplant is unchanged, aside from a flat-black finish on the top end and a double-wall expansion chamber designed to decrease noise.

Chassis: A completely new frame shares most of its dimensions with last year's machine, although the front wheel now is closer to the engine to change weight distribution. That change also required moving the front downtube closer to the engine and giving it a slight dog-leg bend so it will clear the pipe. The WR's front brake now is the double-leading-shoe type, and the rear-wheel size is up from 17 to 18 inches, allowing a greater tire selection.

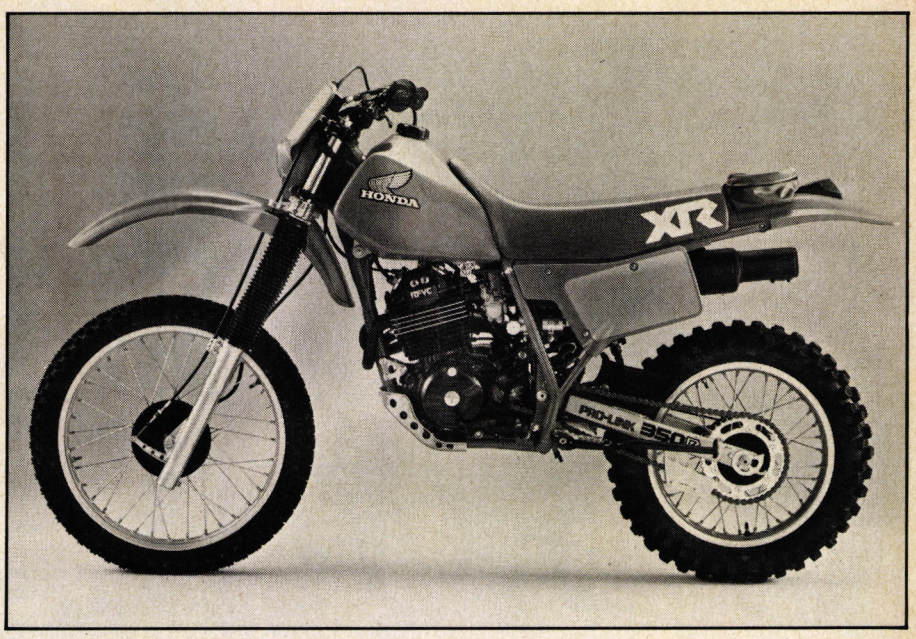
Suspension: Shock placement is farther forward, and the overall shock length has been increased. The Ohlins shocks now feature Husqvarna's Immediate Track Control, a two-stage damping system that increases both compression and rebound damping rates during the final one-third of wheel travel. Also, each shock now has a single, progressively wound spring rather than a straight-rate spring. The damper rods in the fork are more tapered to reduce harsh topping and bottoming.

Details: The WR now has a spring-type chain-tensioner identical to that used on the motocross models. The airbox now is completely sealed on the sides, drawing all air through a top opening under the gas tank. The gas tank itself is slightly larger this year. The WR's frame, side panels and tank now are white and feature new graphics.

several miles running off the trail and overshooting turns. With time, though, it became clear that it takes a completely different riding technique to master the Husky. You learn to steer the WR with the rear wheel, not the front. The right combination of rear brake and throttle will snap the back of the WR around turns while the front wheel sticks to its line, regardless of ruts, roots or rocks. The machine does have slow steering geometry, but to an experienced Husky rider, the WR is just as easy to maneuver as the XR.

Of course, the key word here is *experienced.* A C-class enduro rider could get in over his head if he takes a brand-new Husky into the deep woods without first learning all its habits. It takes a hard, fast pace to bring the Husky to life, while the Honda was designed to do its best work at a slower pace.

That fact is further made clear by the suspension systems on these two machines. In the rear, Honda has chosen the high-tech Pro-Link route, using a single Showa shock that is tunable for both compression and rebound damping. A knob on the shock reservior allows you to select from between 100 to 79 percent of the available compression damping through 12 settings. There are four rebound settings, the lightest of which is 82 percent of the maximum. In stock form, with the compression set on the seventh-hardest position and the rebound on the second-quickest, the suspension is plush. The rear end never kicks or hops–that is, until the pace is upped or the XR encounters deep whoops. Then it's apparent that the Pro-Link system is a little *too* soft, and the adjustments offer little help. Rough terrain causes the machine to bottom easily, and for the first time you feel the XR's true weight. And the fork is just as soft as the rear suspension. You couldn't ask for a more plush ride on moderate terrain, but rough trails mean frequent bottoming.



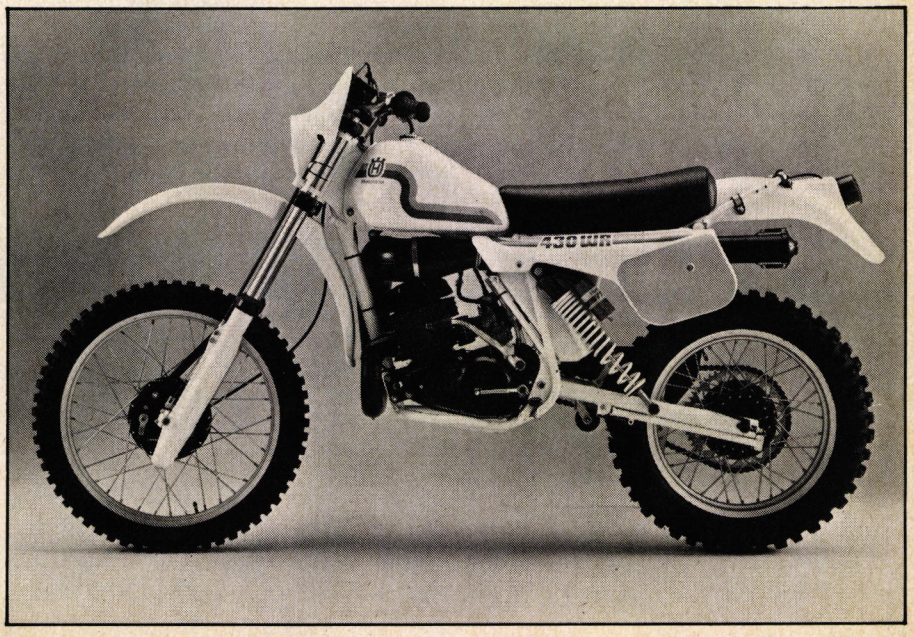
Suspension on the Husky is more conservative in appearance but not in performance. The twin Ohlins shocks feature Husky's Immediate Track Control, which consists of a secondary damping system in each shock that increases both the compression and the rebound damping during the last one-third of wheel travel. That means the Husky rarely bottoms harshly but still provides a smooth low-speed ride. In tight first- or second-gear sections, the Husky isn't as cushy as the XR, but the difference is a subtle one and is more than compensated for when the trail gets rough. The front fork is well-matched to the rear, with spring and damping rates that strike an even balance between slow and fast work. So no matter how varied the conditions of an enduro, the WR is never far off-target.

There are times, though, when those conditions can get so gnarly you would trade the world's best suspension for something as simple as a dry sparkplug. Indeed, the true test of an enduro bike is how it performs in the worst circumstances—enduros that challenge a bike and rider to merely finish. And it's in mud, through streams and on impossibly steep hills where these particular machines show their true strengths and weaknesses through the attention paid to detail.

A strength that each bike exhibits is its ability to handle water, although really deep stream-crossings can present prob-

Easily clogged WR muffler screen

But a spark doesn't stand a chance.



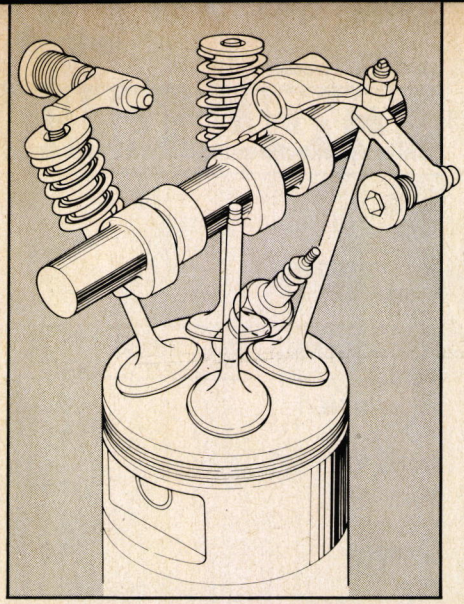
Continued

lems to both. On the Husky, the brakes are the weak links. Both front and rear are progressive and strong when dry, but once wet they take their time about regaining full strength. The front brake is stronger than that used on previous Huskys because it now is the twin-leading-shoe type. You might not think that's an improvement, though, if you're ever on the side of a hill and discover that double-leading-shoe brakes don't work well going backward.

On the Honda, the brakes are stronger, work in both directions and are more waterproof. Water will, however, find its way into the XR's side-access airbox, whereas the Husky is a virtual submarine, drawing all its air from up under the gas tank. And whether you're on the side of the trail with a drowned-out motor or at home in the garage, you'll find the Honda's sparkplug is in such a deep hole at the front of the motor that it's hard just to see—and even harder to get to. But the Honda does have some nice touches, including a quick-disconnect rear wheel and the best hand levers in the business. Instead of having a ball on the end of each lever that can catch on vines and branches, the levers simply have wide, blunt ends. And because the XR uses a kick-starter-actuated compression release, it's easy to kick over. Our bike was hard to start, however, and although this problem reportedly isn't common on other

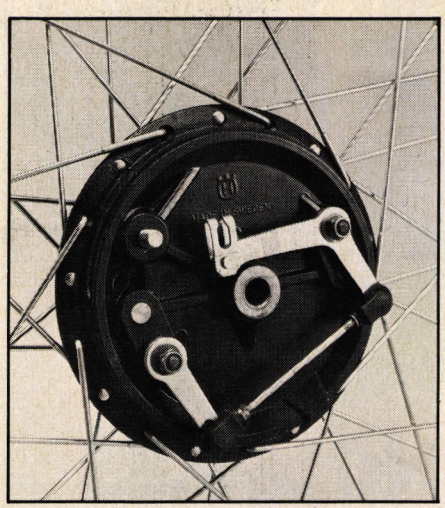
COMPARATIVE TEST DATA:

Make & Model	Wheel Travel, Front/Rear, in.	Weight (fuel tank empty), lb.	Weight Bias, Front/Rear, percent	Steering Head Angle/Trail, degree/inches	Transmission, number of speeds
Honda XR350R–'83	10.9/10.4	253	47.3/52.7	26.0/3.9	6
Husqvarna 430WR–'83	10.4/10.6	246	47.0/53.0	30.0/6.0	6
Maico 490E–'83	11.9/12.6	261	46.4/53.6	27.5/4.6	5
Honda XR500R–'82	9.5/10.0	289	44.3/55.7	28.0/4.4	5
Can-Am Sonic MX–'83	11.6/12.1	272	47.4/52.6	28.0/4.2	5
Husqvarna 250WR–'82	10.6/10.7	236	45.0/55.0	30.0/6.0	6



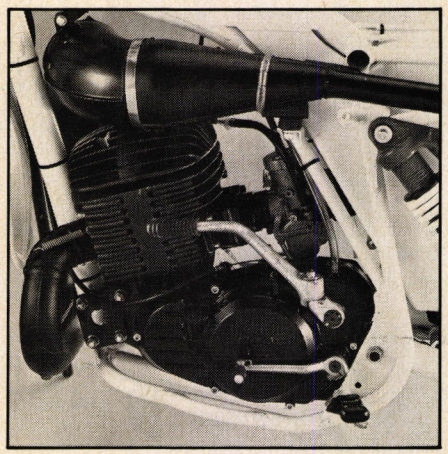
Four Valve Radial Combusion chamber

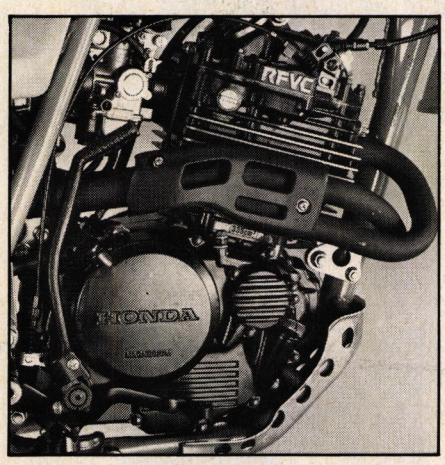
A different angle on valve placement.



Husqvarna double-leading-shoe brake

One-directional stopper for the trail.





The best that two different worlds have to offer go barrel-to-barrel

Two strokes squaring off against two carbs, four valves and eight rocker arms.

production XRs, we were unable to find a cure for our bike's symptoms.

Nevertheless, that problem couldn't dampen our enthusiasm for the XR, for we all felt it was a truly enjoyable motorcycle, for it proved more forgiving and considerably more out-and-out fun to ride than the Husky. But that we liked it doesn't also mean we thought it the better of the two, because that medal still gets pinned on the WR. The Husky might feel unorthodox and be a bit harder to ride, but it'll still get a good rider through the woods faster than any Open-class enduro bike we've ever tested—including the XR350R. The Honda is, without question, the finest four-stroke enduro machine ever made available to the public, and it's highly competitive no matter *how* many strokes it has. But it's not The Best. And the Husky 430WR is.

There's a certain irony to that conclusion, though, because the biggest drawback with four-stroke woods bikes has been cumbersome handling caused by excessive weight and high centers of gravity. And Honda has successfully overcome that problem with the 350, a bike that actually is more nimble in the tight stuff than the two-stroke Husqvarna. But to achieve such agility, Honda had to settle for a smaller-than-normal displacement for its Open enduro to keep engine weight to a minimum, which then necessitated using almost every four-stroke tuning trick in the book just to get the undersize motor to be even remotely competitive. That, in turn, brought the kind of complexity—dual carbs, four valves, eight rocker arms and sundry other additional and/or hard-to-get-at components—that enduro bikes need to avoid like the plague. And in the process, the XR350R had to sacrifice much of what has always endeared four-strokes to so many riders: that special brand of thundering, knob-shredding, idle-to-redline *torque*.

So the war of the two-strokes and the four-strokes still is raging in the woods, and the two-strokes are still holding the upper hand. But thanks to the XR350R, the battles are being fought on different fronts. It's no longer foolish to at least *think* about winning on a four-stroke. ●

Ride Review

• I was too young to argue when some dirt guru first told me two fundamental truths of motorcycles: Four-strokes are heavier—and feel heavier—than two-strokes, and two-stroke engines are less forgiving than their four-stroke counterparts.

My later experiences gave me no cause to doubt that conventional wisdom. Not, that is, until I'd had saddle-time on both the 430 WR and the XR350R. They take those unshakable "truths" and put them through a complete one-eighty. Each one denies those two fundamentals which have shaped my motorcycling life.

For a start, the two-stroke Husky pulls like the proverbial tractor, and it never quits. In contrast, the thumper Honda shows little more than good midrange as evidence of the traditional four-stroke powerband. What's even more confusing is that the XR seems to have less flywheel effect than the Husky. As if all that weren't enough, the Husky actually feels *heavier* than the Honda at low speed. And the Honda is more agile than the enduro king in the tight stuff.

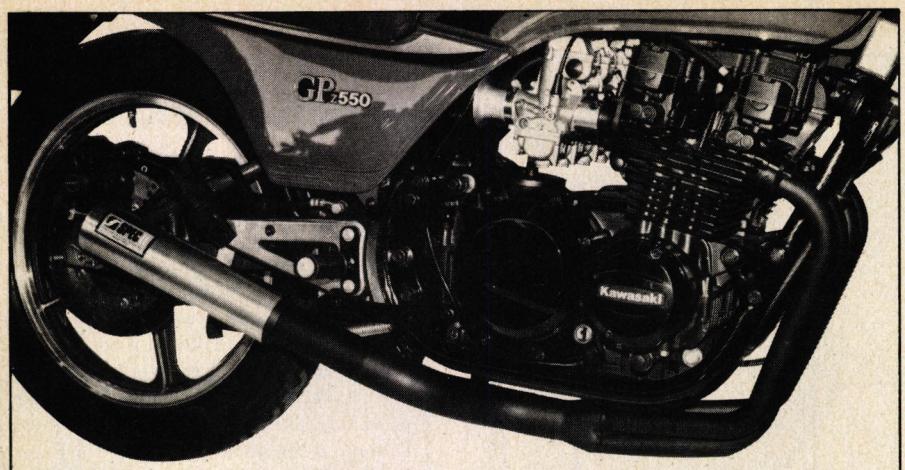
In fact, the only thing that wasn't backwards in this comparison was the conclusion; the two-stroke proved, as expected, to be the better enduro bike. But the XR is so good that even *that* long-held notion might not be safe much longer.

—David Dewhurst

• In terms of over-the-trail performance, the XR350R has snuck right up to within striking distance of the best enduro two-strokes, but it's actually gotten further away in one other highly important aspect: simplicity. The sheer number of bits and pieces the Honda has that a two-stroke doesn't not only increases the chances of equipment failure out on the trail, but it elevates to a new high the degree of difficulty involved in making on-the-spot repairs.

We got a few graphic demonstrations of this problem—once when our XR drowned out crossing a deep river, once when it seemed to foul a sparkplug and yet another time when the dual-cable throttle needed adjustment. In each case, the remedy required considerably more time than a comparable fix on a two-stroke. And as everyone knows, time is what enduro riding is all about. You're not really racing the other bikes in an enduro, you're racing the clock. So the inability to get back on the trail with a minimum of lost time when mechanical gremlins strike can be more of a handicap than having less power or suspension than your competitors have. Meaning that until bikes like the XR overcome their complexity, they're still going to play second-fiddle to two-strokes in the woods.

—Paul Dean



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Spec II custom builds Mikuni carburetors to work with our exhaust systems. Most exhaust systems sound great and look good. But few do what they're supposed to: increase performance.

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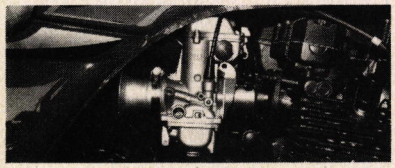

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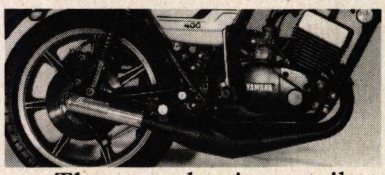

The new aluminum tail section is actually a direct extension of the aluminum silencers we developed for our two-stroke racing program with RDs and TZs back in the seventies.

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PERFORMANCE

WARRANTY:

AVAILABLE COLOR:

Honda XR350R

American Honda Motor Company Inc.
100 West Alondra Boulevard, Gardena, California 90247

$1998

Type ..... four-stroke vertical single
Valve arrangement ..... single overhead camshaft, four valves
Bore and stroke ..... 84.0mm x 61.3mm
Displacement 339.7cc
Compression ratio 9.5:1
Carburetion ..... two 26mm Keihin slide/needle
Air filter ..... dual-stage washable oiled foam element
Lubrication ..... wet sump
Starting system ..... primary kick
Ignition ..... flywheel-magneto CDI
Charging system ..... none; direct AC lighting

Primary drive ..... straight-cut gears; 2.826:1 ratio
Clutch ..... wet, multi-plate
Final drive ..... #520 O-ring chain (5/8-in. pitch, 1/4-in. width); 3.000:1 (42/14) ratio

Gear	Internal gear ratio	Overall gear ratio	MPH per 1000 RPM
I	2.923	24.781	2.93
II	2.000	16.956	4.28
III	1.550	13.141	5.52
IV	1.273	10.792	6.73
V	1.080	9.156	7.93
VI	0.926	7.851	9.25

Front ..... Showa air-spring, 41mm stanchion tube diameter/10.9 in. (276mm)
Rear ..... single Showa shock, 12-position adjustable compression damping, 4-position adjustable rebound damping, 12mm spring preload range/10.4 in. (265mm)

Front ..... drum, single-leading shoe
Rear ..... drum, single-leading shoe, rod-operated

Front ..... 90/80-21 Bridgestone Gritty-ED9
Rear ..... 130/80-17 Bridgestone Gritty-ED8

Weight ..... 253 lbs. (114.8kg)
Weight distribution ..... 47.3% front, 52.7% rear
Wheelbase ..... 54.8 to 55.7 in. (1392 to 1416mm)
Seat height ..... 36.6 in. (930mm)
Handlebar width ..... 32.5 in. (825mm)
Footpeg height ..... 15.9 in. (405mm)
Ground clearance ..... 12.0 in. (306mm), at skidplate
Steering head angle ..... 26.0 degrees from vertical
Front wheel trail ..... 3.94 in. (100mm)
Frame ..... tubular mild steel, single front downtube
Oil capacity ..... 2.1 qt. (2.0*l*)
Fuel tank ..... plastic, 3.6 gal. (13.5*l*), including 0.9 gal. (3.5*l*) reserve
Instrumentation ..... speedometer, tripmeter resettable in tenths

Top speed (observed) ..... 72 mph (115 km/h)

none

red only

Husqvarna 430WR

Husqvarna Motor Corporation
4935 Mercury Street, San Diego, California 92111

$2940

Type ..... two-stroke vertical single
Port arrangement ..... one reed-valve-controlled intake, four main transfers, one booster transfer, one exhaust
Bore and stroke ..... 86.0mm x 74.0mm
Displacement 429.9cc
Compression ratio (uncorrected) 11.0:1
Carburetion ..... one 38mm Mikuni slide/needle
Air filter ..... dual-stage washable oiled foam element
Lubrication ..... pre-mixed fuel and oil
Starting system ..... primary kick
Ignition ..... flywheel-magneto CDI
Charging system ..... none; direct AC lighting

Primary drive ..... straight-cut gears; 1.795:1 ratio
Clutch ..... wet, multi-plate
Final drive ..... #520 chain (5/8-in. pitch, 1/4-in. width); 4.417:1 (53/12) ratio

Gear	Internal gear ratio	Overall gear ratio	MPH per 1000 RPM
I	2.615	20.733	3.73
II	1.813	14.368	5.38
III	1.368	10.848	7.13
IV	1.043	8.272	9.35
V	0.880	6.976	11.09
VI	0.741	5.872	13.17

Front ..... Husqvarna air-spring, 40mm stanchion tube diameter/10.4 in. (265mm)
Rear ..... dual Ohlins shocks, 10-position adjustable spring preload/10.6 in. (270mm)

Front ..... drum, double-leading shoe
Rear ..... drum, single-leading shoe, rod-operated

Front ..... 3.00-21 Trelleborg T544 Motocross
Rear ..... 5.00-18 Trelleborg Ten-Masters Motocross 744

Weight ..... 246 lbs. (111.6kg)
Weight distribution ..... 47.0% front, 53.0% rear
Wheelbase ..... 58.4 to 59.1 in. (1484 to 1502mm)
Seat height ..... 37.0 in. (941mm)
Handlebar width ..... 32.7 in. (830mm)
Footpeg height ..... 15.7 in. (400mm)
Ground clearance ..... 11.9 in. (303mm), at skid rail
Steering head angle ..... 30.0 degrees from vertical
Front wheel trail ..... 5.98 in. (152mm)
Frame ..... tubular chromoly steel, single front downtube
Fuel tank ..... aluminum, 2.8 gal. (10.5*l*), no reserve
Instrumentation ..... speedometer, odometer, tripmeter resettable in tenths

Top speed (observed) ..... 78 mph (125 km/h)

30 days on engine and frame only

white only

All weights and measurements are taken with machine unladen and fuel tank empty

Some thoughts on motorcycle lubrication from Robert H. Wehman, president and chief engineer of Spectro Oils of America and Intercontinental Lubricants Corp.

STOP IT!

If you ride a bike that uses engine oil to lubricate the gear box, you should insist on a MOTORCYCLE oil that will stay-in-grade under motorcycle operating conditions.

If you are buying Castrol, Quaker State, Pennzoil, Valvoline, Amalie, or any other AUTOMOTIVE oil for use in your Honda, Yamaha, Kawasaki, Suzuki or Harley..... STOP IT, RIGHT NOW!

The lubricating properties of AUTOMOTIVE oils deteriorate rapidly when passing through a motorcycle gear box. When the going gets tough only a stay-in-grade motorcycle oil will adequately lubricate your engine and protect against failures.

Go one step further, change over to GOLDEN SPECTRO 4 then you will know how much easier and smoother your bike will shift than it ever has before.

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Sincerely,

Robert H. Wehman

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PRODUCT EVALUATION:

Bates Lite Alarm

Eyes in the back of your bike.

• Any streetbiker recognizes this situation: The car in front of you stops short—without brakelights—and you haul up just shy of turning yourself and your bike into an elaborate trunk ornament. It's even more critical when it's your motorcycle, not the car, that is running sans brakelights. The smaller profile of a bike and the longer stopping distances of a car make an accident even more likely.

Replacing a blown taillight bulb is simple, but detecting the light's failure might not be. You could be riding for days before you discover the burned-out light. Or, as in the scenario above, you could find out all too quickly. But there is a relatively easy solution: the Bates Lite Alarm.

Despite the product's name, the alarm isn't some claxon that sounds if your brake-/taillight goes bad. It's an unobtrusive handlebar-mounted indicator that displays, through an optic fiber routed directly to your taillights lens, whether or not you've got rear lights.

The unit's adhesive-backed sensor can be mounted to the clear, lower portion of a taillight lens, or can be mounted on a small bracket (included with the alarm) inside the lens. Bikes with separate taillights and license plate lights—and so, without the clear portion of the brake lens—require a 1/4-inch hole to be drilled in the lens to allow the optic fiber to "see" inside to monitor the light's operation.

From the taillight, the optic fiber passes along the fender, under the seat and gas tank and up to the handlebar, where it's connected to the shrouded, ABS-plastic display panel. A pair of adhesive clips keep the fiber in place along the bike's backbone. On our test bike, installation took less than 30 minutes.

Then, whenever the taillight is on, the display shows a glowing, white dot in its center; when brakes are applied, the dot glows brighter—at least, it does if the brake light works. If you're worried about what's going on behind you, the Lite Alarm could prove invaluable.

And that's important, because at $27.95, the Lite Alarm isn't cheap. But it works. The system is a clean, simple solution that draws no power and has no moving parts. You can find the Lite Alarm at motorcycle dealerships, or through Bates Industries, Dept. CG, 636 West 16th St., Long Beach, California 90801. Just tell them you've seen the light. *—Larry Works*

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Lite Alarm
Constantly monitors your brake/tail lights
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• Easy to install, no electrical connections
• Corrosion resistant components for long life
LITE ALARM
BATES

86-inch-long optic fiber is the heart of the Bates Lite Alarm

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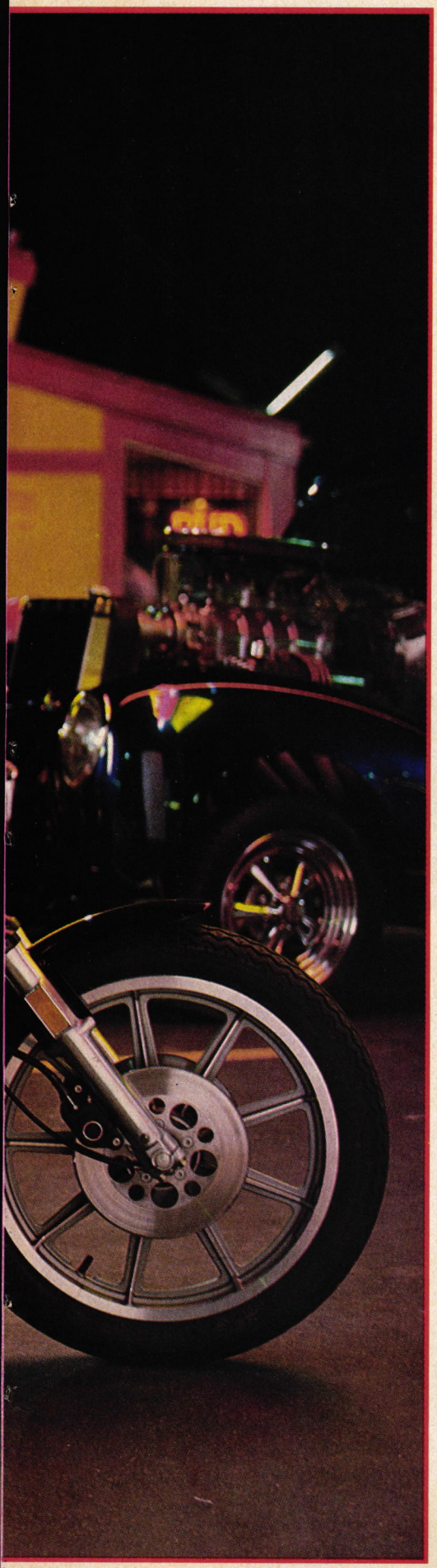

ROAD TEST:

Harley-Davidson XLX-61 Sportster

Whatever happened to the Class of '65?

BY JOE KRESS

The scene is straight out of the Sixties: Deuce roadsters, blown Willys coupes and Harley-Davidson Sportsters making the night rounds. Street-rods all, running to the drive-in for burgers or running out on the county road for pink-slips—it made no difference. And 15 or 20 years ago, Sportsters, like the XLX, fit right in with this crowd. Back then, the XL-series Harley was one hell of a stoplight bandit.

But that was decades ago; a lot of time and technology have passed under the bridge since then. This is 1983, and while a lean, black broomstick of an XLX might look great parked on its sidestand, you'd think its time had long passed. Today, almost certainly, the bike would be an impossible relic to try and hustle down the highway. But that's not necessarily so. While the XLX might appear old-timey, for riders with a traditional mind-set it's a pure and simple streetbike that's as right for today as its predecessors were for 20 years ago. Granted, the XLX can't compete on sheer performance with today's street superbikes, but neither can they touch it on its own turf. And while that takes the Harley out of competition for the King Of The Street crown, it doesn't relegate the XLX to museum status.

See, the XLX only *looks* like it belongs in the Sixties; it's actually a solid citizen of the Eighties. Throughout its 26-year-long production run the Sportster has undergone innumerable changes, with major and minor improvements. Those decades of refinement have resulted in a bike that is unquestionably part of the present—without having lost sight of its past. And with some of the more recent alterations, the 1983 XLX is so much better than the original Sportster that it might even be considered an Original Replica.

The XLX brings to the present all the fun and feel of the past, but leaves behind most of the rough edges. In polishing the XLX's manners, though, nothing has been done that would dilute the essence of the bike. In fact, solo-seated and stripped of everything but the basics, the XLX cuts right to the core of what a Sportster is and always was: a rumbling rowdy of a streetbike.

One touch of the starter switch drives that message home like a blow from a 12-pound sledge. The bike fairly shudders alive; the off-cadence firing of the twin cylinders and the snort of the twice-pipes are pure street-rod. And with a 10 percent increase in horsepower for '83, the XLX has more bite to go with its bark. The newest engine changes amplify torque characteristics that have endeared the powerplant to generations of riders.

Combining to give the XLX these soul-satisfying power pulses are a raised compression ratio (accomplished by a switch to thinner head gaskets), a return to the old-style, freer-breathing oval air filter, less-restrictive shorty-dual exhausts and the addition of a new computer-controlled ignition system (V-Fire III). These changes, coupled with the 1980 switch from P- to shorter-duration Q-grind cams, give the XLX a significant low- and mid-range advantage over earlier Sportsters. It's the kind of low-down grunt that's a pure pleasure to use on the street. The 61-inch vee-twin works at a relaxed, yet forceful pace; each giant explosion pushes the bike forward like Goliath himself had a hand in it.

But the V-Fire III ignition is most responsible for allowing XLX performance also to be measured in miles per gallon. The system's microprocessor switches between two spark-advance curves. For partial-throttle, light-load cruising, ignition occurs at the 55 degree BTDC full-advance setting. A drop in manifold pressure, caused by sudden throttle openings, triggers the control module to switch to a secondary advance curve, which can be held anywhere between 10 degrees and 55 degrees BTDC, the upper limit set by engine load and rpm signals. When manifold pressure returns to the pre-set level of the system's vacuum sensor, the control module switches back to the full-advance curve. It's an up-to-

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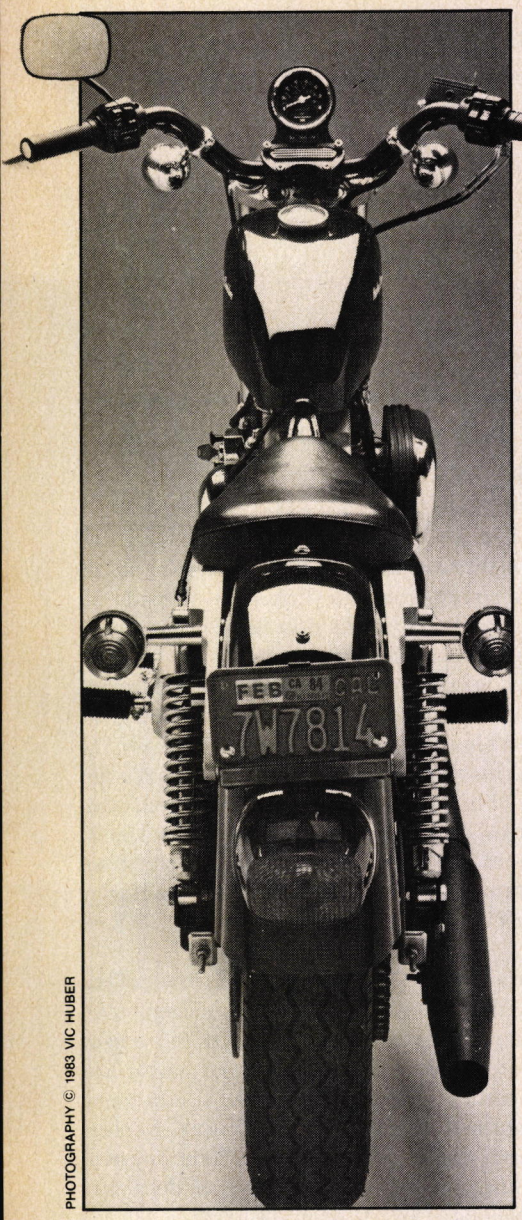
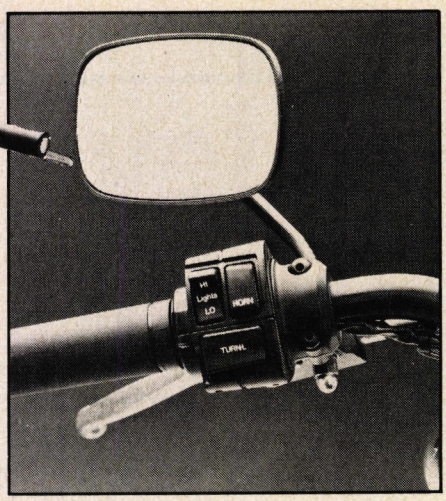


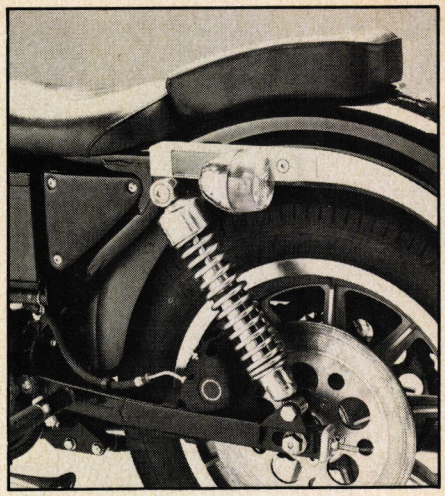
Only instrument on the XLX is a speedo

For seat-of-the-pants shift points.



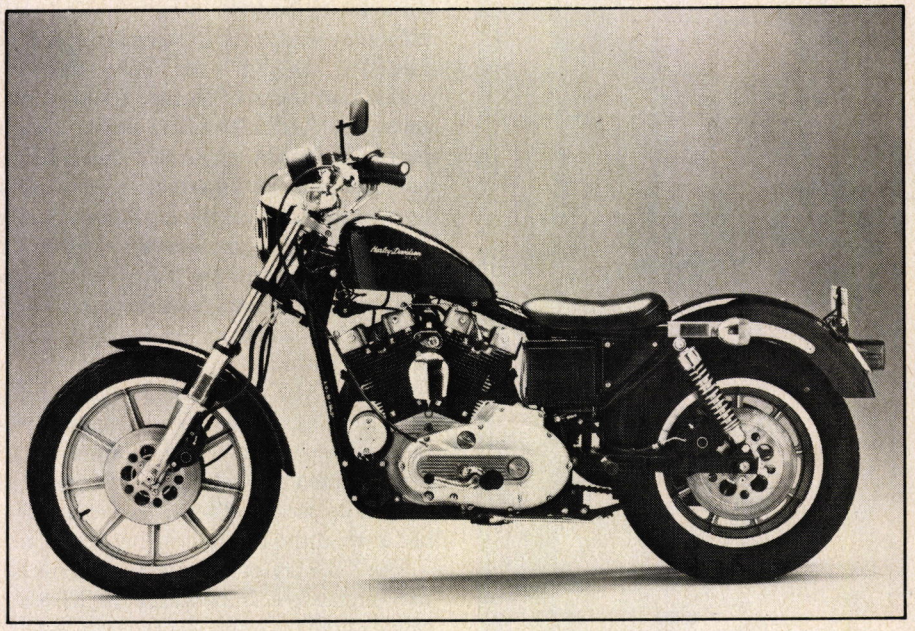
Robust controls are uniquely H-D

And take a practiced hand to master.



Stiff shocks are standard equipment

Passenger pillion is extra.



Without any plastic bodywork panels the XLX hangs it all out in the open

It's a bare-bones streetfighter that rocks you kind of slow and easy.

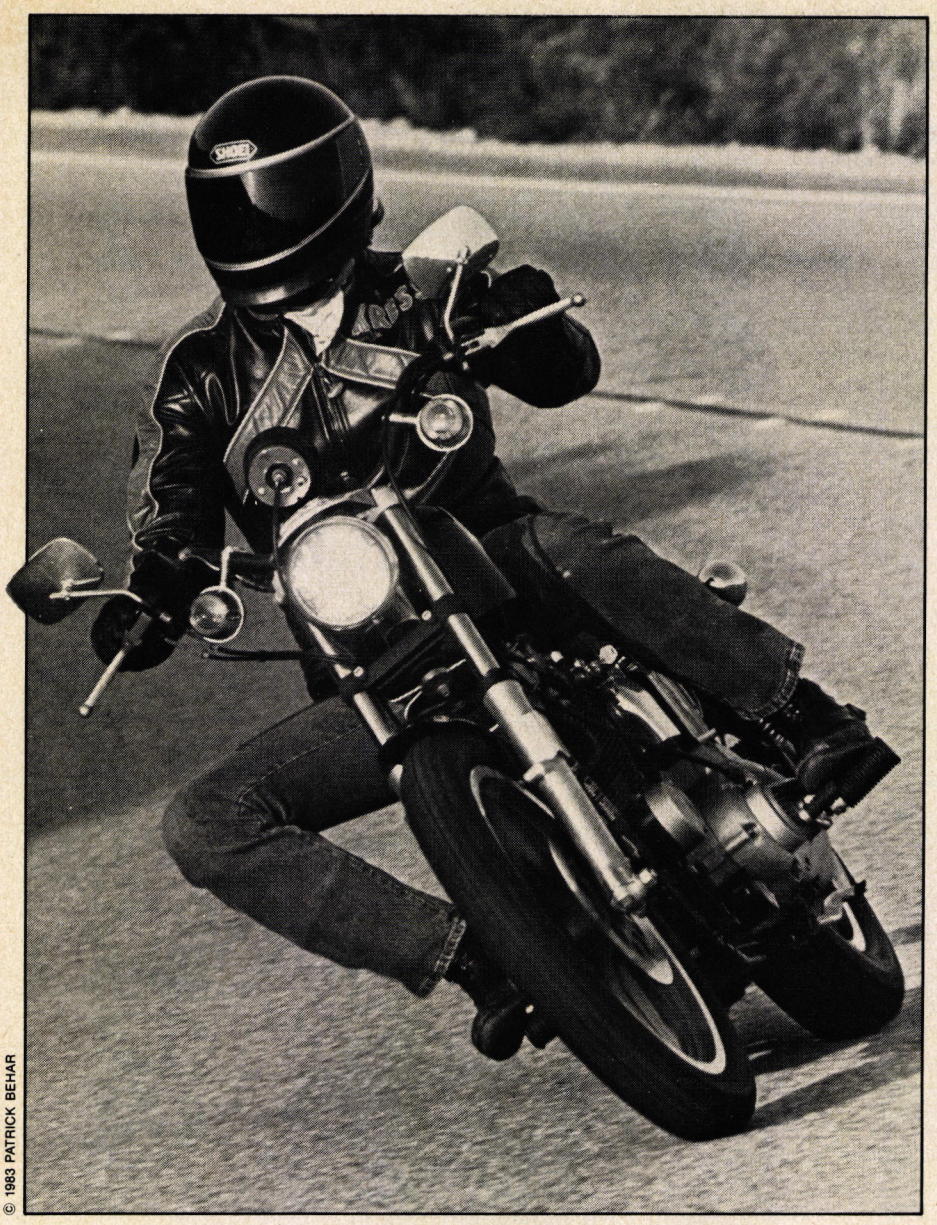
PHOTOGRAPHY © 1983 VIC HUBER

date solution to the modern-day problem of extracting both power *and* mileage from a gallon of gas. And the XLX churns out its power while returning high 50- and low 60-mpg figures.

That computer-fired vee-twin is solidly tied into a chassis design two years old. For most motorcycles, a two-year-old design is edging on archaic, but in Sportster terms, the frame is as new as today; and while it makes use of modern construction techniques, it hasn't abandoned tradition. The welded-together 1¼-inch and 1⅝-inch tubing of the downtubes and backbone forms a foundation both lighter and stiffer than the old Sportster's lug-construction base ever was. But the 60-inch wheelbase, 29.7 degree steering head angle and 4.5 inches of trail of the new chassis are close enough to the old Sportster's numbers to let the XLX retain the look of the original and an unmistakably Harley-Davidson feel.

And that Sixties-style Harley sensation intensifies the closer you get to the bike. The rider doesn't sit on the XLX—he sits in it, becoming part of the bike itself. And while the pegs, solo saddle and flattrack-style handlebar could have come from any Harley of the past, they allow an upright riding position more Honda-Ascot modern than laid-back chopper. It's a position well-suited to around-town riding. And with the optional passenger pegs ($24.95) fitted for alternate foot-placement, the XLX can be freeway-comfortable, too. Surprisingly, the thinly padded solo seat, which looks like a sure invitation to chiropractic therapy, is more compliant than it appears. A 90-mile stint (about the fuel capacity limit before the peanut gas tank hits reserve) doesn't necessarily end with a case of terminal numb-butt.

Of course, the XLX *never* could be considered smooth-riding by Eighties standards, and the bike won't be everyman's ideal. But the constant throb of the low-revving twin can be viewed to be as much a part of the Harley experience as the stiff-legged suspension. Deep-down engine-poundings and jolts transmitted through the high-spring-/low-damping-rate shocks are felt full-strength through the seat, pegs and handlebar. And while that might sound brutal, it's less abusive than it is a reminder of how bikes used to feel. That kind of unsheltered ride is one of the intangible kinesthetic kicks that always has been part of a Harley-Davidson—and it's no less a part of the XLX. Citizenship for the Eighties didn't come at the expense of the



© 1983 PATRICK BEHAR

The XLX bends around the curves and thunders down the straights

All at a slower pace, though—kick back and enjoy yourself.

raucous, king-hell fun of the Sixties.

On a smooth road the XLX settles into a harmonious, loping rhythm. Its light weight, low *cg* and extreme narrowness make for easy maneuvering. The wide handlebar offers good leverage whether you're hustling the bike around town or flicking through a series of S-bends. Bucketsful of torque, always on tap, render gearchanges for passing almost unnecessary; at anything over 30 mph the XLX is most at home in top gear; and twisting the throttle usually is all that's required. Pushed hard through turns, the XLX will drag its peg on the left and its mufflers on the right, but this full-charge mode doesn't suit the bike. The stiff suspension will have the XLX bouncing around corners, unable to smoothly hold a high-speed line. But click your own intensity-control knob back a few notches and the XLX settles right down again. This is unmistakably a street-bike and, while it *can* be street-raced, it much prefers simply to be street-ridden.

Plenty of XLXs soon will be out on the streets, too. Harley dealers report that it is the hottest thing to hit their showrooms in years. But of course that should come as no surprise. In the high-tech motorcycle world of today the XLX still exemplifies a constant, what many riders have long believed a motorcycle should look and feel like. What the XLX needs, it has; whatever is superfluous is gone. Some riders won't understand this bike and wouldn't own it on a bet. Others have been too long without it. It's the latter group that the XLX allows to relive the original thrill of two-wheeled transportation—only better than even nostalgia could make it. ●

Ride Review

• I figure that generations of riders, those who think that motorcycling began with Honda's first 750 Four, will regard the XLX as virtually invisible; just another in an endless chain of Sportsters. But I don't see it that way.

And I don't, because of one particular copper-tank Sportster that used to park next to whatever midsize twin that I rode in 1970—I can't really remember which. But I remember that Sportster. It was clean, simple and it sounded like nothing else in the world when it lit-off. That bike triggered my first real case of motolust. I wanted that Sportster in a way that I have wanted very few bikes—of any kind—since. And every time I see the XLX, unadorned and just as raw-boned as it is, it's 1970 and I'm ogling that next-door Sportster again. But the daydream gets shattered when I ride the XLX; the copper-tanker was never so good. *—Larry Works*

• All right, all right, I'll confess. I actually like the H-D XLX's clean, lean appearance. And I can even see how some riders become infatuated with a vee-twin's style of power delivery; the XLX's bottomless torque-reserves almost can make riding the big, black H-D a relaxing affair.

But that is flat all I can find to like about this bike. To me, a motorcycle is about performance, and should be able to do something—like accelerate or handle—extremely well, besides just being attractive. And the XLX simply never delivers. The suspension tries to beat me into jelly, the saddle would be more at home on a John Deere tractor and the mechanical sound and fury pouring from the engine signify nothing. No thanks; the XLX does everything I don't want a motorcycle to do, and nothing that I *do* want a motorcycle to do.

—Charles Everitt

• The XLX is a motorcycle that no one can "recommend" to anyone else. You're either seduced by its nostalgia-inspiring appearance or turned off by it. And not even a recommendation by The Fonz himself is likely to change your mind.

Besides, what's to recommend? The XLX is slow, uncomfortable and as technologically advanced as outdoor plumbing; and even though Harleyphiles keep insisting that the big vee has unequaled low-end torque, the XLX still gets dusted in top-gear roll-ons by motorcycles half its size. All that's left, then, is the bike's the-way-we-were looks. And although in that respect this H-D strongly appeals to me, I wouldn't pay more than 4000 of 1983's dollars to buy what amounts to a 1963 motorcycle. I know that the XLX could take me home again, but frankly, I can't afford the carfare. *—Paul Dean*

Continued

CYCLE GUIDE SPECIFICATIONS

Harley-Davidson XLX-61 street

MANUFACTURER: Harley-Davidson Motor Company Inc., 3700 West Juneau Avenue, Milwaukee, Wisconsin 53208

SUGGESTED RETAIL PRICE: $4265

ENGINE

Type ..... four-stroke tandem vee-twin
Valve arrangement .... pushrod-operated overhead valves
Bore and stroke ..... 81.0mm x 96.8mm
Displacement 997.6cc
Compression ratio 8.8:1
Engine redline ..... 6000 rpm
Carburetion ..... one 34mm Keihin butterfly-type with accelerator pump
Air filter ..... washable oiled foam element
Lubrication ..... dry sump
Starting system ..... electric only
Ignition ..... transistorized breakerless
Charging system ..... 12-volt; 156-watt generator, voltage regulator, 19-ampere-hour battery

DRIVETRAIN

Primary drive ..... triple-row chain; 1.735:1 ratio
Clutch ..... wet, multi-plate
Final drive ..... #530 chain (5/8-in. pitch, 3/8-in. width); 2.286:1 (48/21) ratio

Gear	Internal gear ratio	Overall gear ratio	MPH per 1000 RPM
I	2.526	10.019	7.37
II	1.828	7.251	10.18
III	1.384	5.489	13.45
IV	1.000	3.966	18.61

SUSPENSION/WHEEL TRAVEL

Front ..... Showa, 36mm stanchion tube diameter/6.2 in. (157mm)
Rear ..... dual Showa shocks, 3-position adjustable spring preload/3.5 in. (88mm)

BRAKES

Front ..... dual single-action hydraulic calipers, 9.8-in. (249mm) effective disc diameter
Rear ..... single-action hydraulic caliper, 11.3-in. (286mm) effective disc diameter

TIRES

Front ..... MJ90S19 Goodyear Eagle A/T
Rear ..... MT90S16 Goodyear Eagle A/T

DIMENSIONS AND CAPACITIES

Weight ..... 488 lbs. (221.4kg)
Weight distribution ..... 47.1% front, 52.9% rear
Gross vehicle weight rating (GVWR) ..... 900 lbs. (408kg)
Load capacity (with full fuel tank) ..... 400 lbs. (181kg)
Wheelbase ..... 58.5 to 59.8 in. (1486 to 1520mm)
Seat height ..... 29.1 in. (740mm)
Handlebar width ..... 31.1 in. (790mm)
Footpeg height ..... 12.6 in. (320mm)
Ground clearance ... 6.9 in. (174mm), at sidestand mount
Steering head angle ..... 29.7 degrees from vertical
Front wheel trail ..... 4.50 in. (114mm)
Frame ..... tubular mild steel, double front downtubes
Oil capacity ..... 3.0 qt. (2.8*l*)
Fuel tank ..... steel, 2.0 gal. (7.5*l*), including 0.3 gal. (1.0*l*) reserve
Instrumentation ..... speedometer, odometer, tripmeter resettable to zero

PERFORMANCE

Fuel consumption range ... 40 to 72 mpg (17 to 31 km/*l*)
Average fuel consumption ..... 58 mpg (25 km/*l*)
Cruising range, maximum ..... 80 to 144 miles (129 to 232km)
Cruising range, reserve only ..... 12 to 22 miles (19 to 35km)
Speedometer error, 30 mph indicated ..... 29 mph actual
Speedometer error, 55 mph indicated ..... 53 mph actual
Best 1/4-mile acceleration ..... 13.459 sec., 95.94 mph (154 km/h)
Top speed (observed) ..... 106 mph (171 km/h)
Stopping distance from 30 mph ..... 29 ft. (8.8m)
Stopping distance from 60 mph ..... 128 ft. (39.0m)

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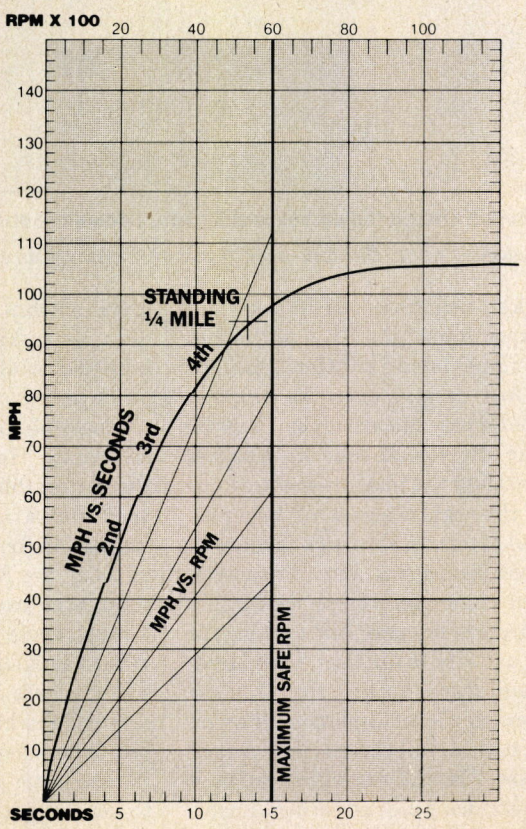

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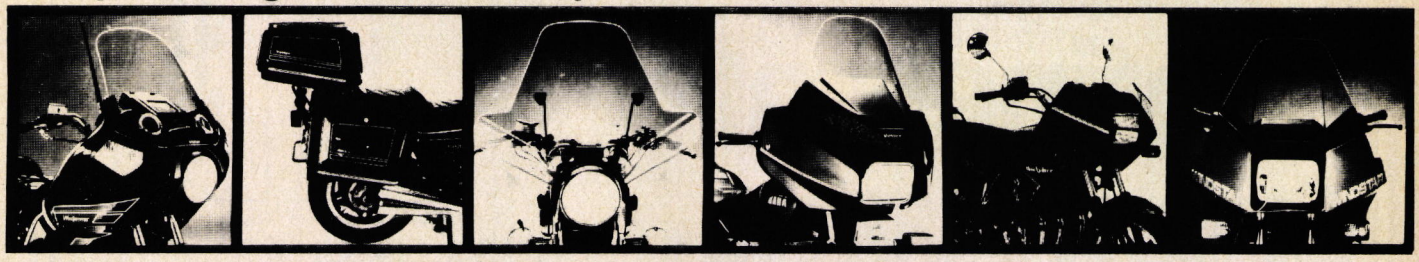

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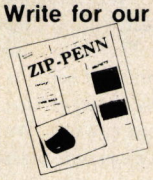

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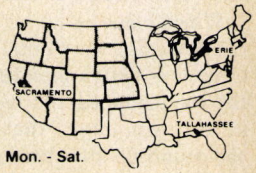

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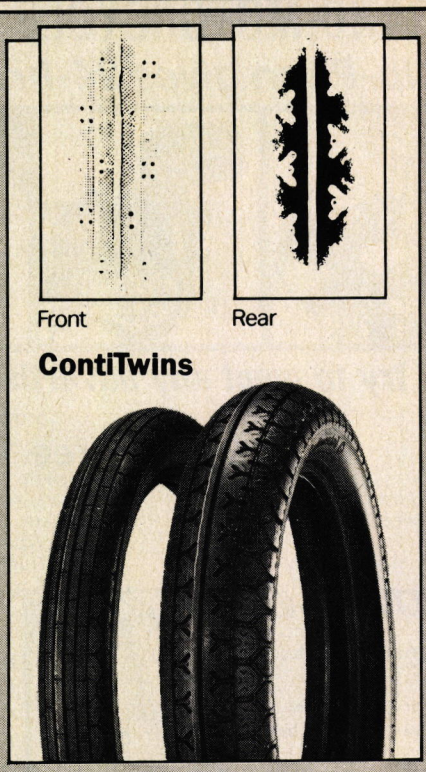
Continental SuperTwins

Continental bounces back with new hyperformance rubber.



• It was not Continental's finest hour. In CYCLE GUIDE's now-legendary Tire Test (September 1982 issue)—a shootout of all the motorcycle tires labeled "high performance"—Continental's bread-and-butter models, the RB2/K112 ContiTwins, came up short. They simply weren't up to the formidable task of allowing a contemporary hyperbike—in this case, the very capable Kawasaki GPz1100—to maintain much handling composure when pushed to its limits.

Which came as no big surprise, really. In the Seventies, the ContiTwins had been one of motorcycling's premier high-performance tire combinations; but having been designed at the beginning of that decade for use on 450-pound, 60-to-70 horsepower BMWs, they were no match for the 530-pound, 100-plus-horsepower GPz.

That's obsolete information, however, for Continental is now marketing a brand-new pair of performance tires. They're called the SuperTwins, and they've been specifically designed for today's megapower monsterbikes. We alluded to them in the test, explaining that they weren't yet available. But as soon as the tires were released, Continental sent us samples, which we promptly mounted on one of the very GPz1100s used in our tire test. We then gave the new tires a stiff workout, both on the street and at two roadrace circuits—Riverside and Willow Springs.

Obviously, we could not re-create last year's elaborate test just to evaluate one set of tires, so we can't pinpoint how the SuperTwins would have finished in that contest. But we can offer some impressions of their performance, impressions that are quite good. These tires—officially branded the TK22 front and TK44 rear—exhibited handling traits that are a quantum improvement over what the RB2/K112 combo offered. They were stable and predictable through fast sweepers and at high lean angles, without the frequent squirming and drifting of their predecessors. The 1100's power therefore could be summoned sooner when exiting turns and held on longer when entering them. Occasionally we noticed a trace of rear-wheel drift when powering out of a slow (first- or second-gear) turn, usually at full throttle; and the front tire tended to squirm slightly when the big GPz was being braked for all it was worth. But that was only on the racetrack; on the street, we were hard pressed to detect either characteristic.

Much of this sure-footedness stems from the tread design of the SuperTwins, which employs larger, stiffer, better-buttressed tread blocks than before. Too, the tread profile is

radiused more like that of a racing tire to keep the footprint size and shape fairly constant as the bike leans, and the tread also wraps further around the sides.

Oddly enough, though, the TK44 rear is about one-half pound lighter than its K112 predecessor, and it feels more flaccid when uninflated. (The TK22 front tire we tried was a 3.50V19 compared to the 3.25V19 RB2, so their weights are not directly comparable.) The light, pliable carcass no doubt contributes to ride quality, which is about average and only slightly more firm than with the ContiTwins. Which means the stability the new tires afford is a result of carcass construction rather than of sheer carcass stiffness—plus, of course, the improved tread design.

In addition, Continental claims that the TK44 will wear up to 35 percent longer than the K112—already a high-miler in its own right—despite its vastly improved cornering capabilities. Two reasons are given in support of that claim: First, the new rear tire has no center groove around its circumference, thus there is more rubber at work; and the SuperTwins use a new compound that, through the use of fewer natural materials and more synthetics, supposedly allows both longer tread life and better adhesion to the road.

We can neither verify nor refute that claim, since—as stated in our September test—it's nearly impossible for us to do so with any degree of accuracy. All we can say is that the SuperTwins *seem* capable of delivering both excellent sport handling and high tread mileage. And that in itself is impressive.

Would, then, the SuperTwins have won our high-performance tire test last September? In a word, no. Because by Continental's own deliberate design, these tires are intended to serve a broader range of riding needs than, say, Pirelli's sport-intensive Phantoms (the overall winners of our test) or Dunlop's race-ready Elites. Still, the TK22 and TK44 surely would have placed much higher in the standings than the RB2 and K112—high enough, in fact, to do what the ContiTwins could not: warrant your serious consideration as high-performance tires of the Eighties.

—Paul Dean

Distributor: Continental Products Corporation
1200 Wall Street West
Lyndhurst, New Jersey 07071
(201) 460-0200

Front tire:

Price	$65.00
Size tested	3.50V19
Diameter	661mm
Width	98mm
Weight	11.0 pounds
Recommended inflation pressure	31 psi
Maximum load rating	431 pounds at 46 psi

Rear tire:

Price	$80.00
Size tested	130/80V18
Diameter	639mm
Width	125mm
Weight	13.3 pounds
Recommended inflation pressure	30 psi
Maximum load rating	562 pounds at 46 psi

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SuperTwins.™ For riders who lo

Introducing the high performance tires that are also high mileage tires: SuperTwins.

This combination is unique, thanks to Continental's visionary designers and engineers who pioneered and perfected them in Germany.

The TK22 front and TK44 rear are V-rated for 150 mph. They simultaneously fulfill the demands of those riders who want both high performance and high mileage.

SuperTwins give you the real functional advantages that result from

Performance: stiff sidewalls for precise directional control and firm but forgiving ride quality.

Mileage: rib tread pattern engineered for high speed stability on straightaways, and for hard braking. Prevents freeway edging and promotes uniform wear. Open tread pattern for superior rain handling.

The TK22 front.

GGK

ve changing speeds, not tires.

major technological breakthroughs. That means: generous load capacity, plenty of touring mileage—35% more rear tire wear than our legendary K112, and superior rain handling.

It also means high speed stability, maximum acceleration out of turns, and superb traction for hard cornering and braking. Riders of the 80's no longer have to choose between performance and mileage.

They can have it all. On one set of tires. New SuperTwins.

Mileage: advanced tread compound with larger contact patch for 35% more miles. Ample load capacity for two-up touring and gear. Open tread pattern for superior rain handling.

Performance: directional pattern with tread blocks angled for maximum acceleration out of turns.

The TK44 rear.

Continental

The SuperTwins: Born performers, sure to go far.

MINITEST:

Suzuki ALT50 TrailBuddy

Transportation across the generation gap.

• In one very important way, Suzuki's new ALT50 TrailBuddy is a modern miracle. Not, obviously, in its performance or technology, but miraculous in that it—or anything *like* it—was so long in coming. After all, in light of the ever-growing popularity that three-wheeling has enjoyed since Honda introduced the concept back in 1970, the absence of pint-size models until this Suzuki defies all logic.

If the TrailBuddy is any indication, however, that's all going to change—and soon, for these $499 miniatures are being scoffed up as fast as the factory can crank them out. And it's easy to see why. The ALT50 is a dream come true for motor-minded pre-schoolers, a scaled-down replica of a big ATV that's been so perfectly proportioned that you can't appreciate just how tiny it really is until you get right next to it. The seat is only 18.5 inches high, the tiny flotation tires (the ALT's only form of suspension) are just 6-inchers and the handgrips are barely half as big around as the usual items.

Even the powertrain is tailored for riders more likely to believe that their new moto-toy came from Santa Claus than from Mom and Dad's savings account. A teeny 12mm carburetor limits the power output of the 50cc, oil-injected two-stroke; and with the ALT's automatic centrifugal clutch and single forward speed, riding consists of little more than pushing the thumb-operated throttle to go, and squeezing the left handlebar lever (connected by cable to a drum rear brake) to stop. That brake lever must also be squeezed and locked in place (with a small button on the lever bracket) before the ALT's pull-type starter will engage.

Miniscule carb or not, though, the 90-pound TrailBuddy can scoot along at a surprisingly fast clip when operated by someone who barely outweighs his riding gear. So to minimize the risk of a new pilot crash-landing when learning to solo, the ALT features two specific safety systems. The first is a pair of port-restricting washers, one in the intake and another in the exhaust, which strangle engine breathing enough to dramatically cut both acceleration and top speed. You leave the washers in place until your new rider has developed the skills to handle more performance, then just remove them, a process that takes only a few minutes. The second precaution is an ignition cut-off tether, a 30-inch-long cable connected to a special kill button on the back end of the ALT. You hold onto the tether and walk or jog behind the machine as the child is learning the basics; and if he or she starts to do anything that might prove unwise, you simply yank on the tether, which pops a rubber cap off of the kill button and cuts the ignition.

As you can see, then, the TrailBuddy is no cheap toy, but instead is as legitimate and well-thought-out as the bigger ATVs it emulates. As such, it affords small fry the opportunity to participate in their family's three- or two-wheeled fun rather than being relegated to just idly spectating or going along for the ride—or worse yet, staying at home while the others play. In that respect, the ALT50 TrailBuddy is just what the offroad doctor—er, pediatrician—ordered. *—Paul Dean*

© 1983 GILBERT LUNA

SUZUKI ALT50 TRAILBUDDY

Importer: U.S. Suzuki Motor Corporation
3251 East Imperial Highway
Brea, California 92621

Category	three-wheeled all-terrain vehicle
Suggested retail price	$499
Engine type	two-stroke inclined single
Port arrangement	one piston-controlled intake, two transfers, one exhaust
Bore and stroke	41.0mm x 37.8mm
Displacement	49.9cc
Compression ratio (corrected)	5.9:1
Carburetion	one 12mm Mikuni slide/needle
Starting system	pull-type recoil
Gearbox	one-speed, automatic centrifugal clutch
Front suspension/wheel travel	none
Rear suspension/wheel travel	none
Wheelbase	28.5 in. (725mm)
Seat height	18.5 in. (470mm)
Weight	90 lbs. (40.8kg)
Warranty	90 days
Available color	yellow only

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Teacher and student employing the TrailBuddy system

In which dad pulls the plug if his mini-protegé gets a little too brave.

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*Offer expires August 31, 1983.

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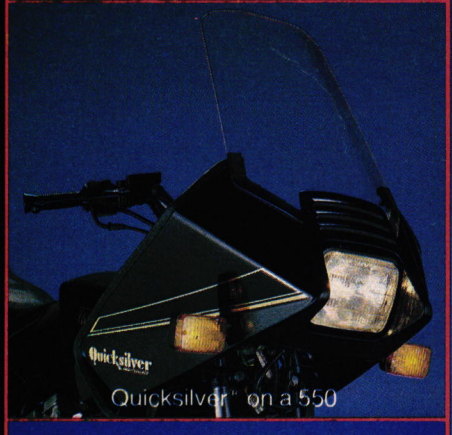
Freedom of Choice fo

Vetter has designed a new accessory package for the GL1100 shown below, with a fairing that is almost 40% lighter and offers six times the storage of the leading factory installed fairing.

Each one of your bike's components was engineered for its specific model and engine size. It only makes sense to choose your accessories with the same care. The expensive factory-equipped touring fairings work their best on high cc touring models that are primarily ridden on freeways. But if you want a lighter fairing with more storage, or a fairing better suited to exploring the backroads, you need to consider one of Vetter's custom fairings.

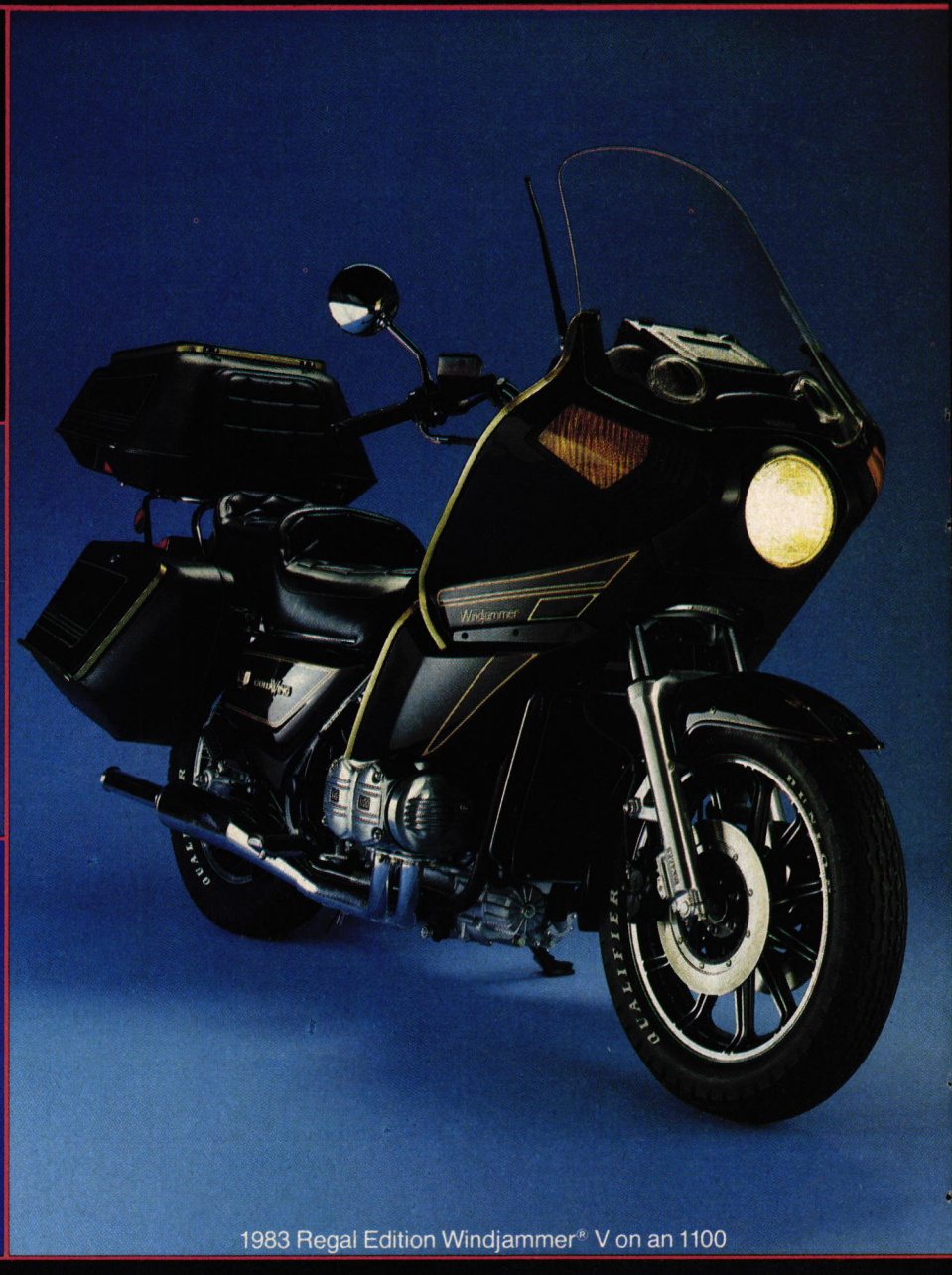
Fairings not only enhance the looks of your bike, but offer protection, storage and radio options. You should choose your fairing based on the size of your bike and your style of riding. The chart on the right shows which one of Vetter's five fairings is a perfect match for your needs.

Rooster® on a 650



Quicksilver® on a 550

Vetterlite®



1983 Regal Edition Windjammer® V on an 1100

r the American Rider

Add Vetter's Ultrasound™ and you'll have the ultimate in full clear sound. New for 1983 are special noise suppressors that filter out unwanted engine noise and a jack for adding Vetter stereophones. And next time you're at your Vetter dealer's try on a Vetterlite helmet. You'll never feel a better fit.

Which Vetter fairing is right for your bike?

Riding Style	Bike Size			
	450cc or less	500cc-650cc	750cc-900cc	1000cc plus
long haul hwy touring	Windstar, Quicksilver	Windjammer	Windjammer	Windjammer
backroad touring	Windstar, Quicksilver, Rooster	Windjammer, Windstar, Quicksilver	Windjammer, Windstar, Quicksilver	Windjammer, Windstar
occasional touring plus sport riding	Windstar, Quicksilver, Rooster	Windstar, Quicksilver, Rooster	Windjammer, Windstar, Quicksilver	Windjammer, Windstar
sport and speed riding	Windstar, Quicksilver, Rooster	Windstar, Quicksilver, Rooster	Windjammer, Windstar, Quicksilver, Rooster	Windjammer, Windstar, Quicksilver
commuting and cruising	Windstar, Quicksilver, Rooster, Ghost	Windstar, Quicksilver, Rooster, Ghost	Windjammer, Windstar, Quicksilver, Rooster, Ghost	Windjammer, Windstar, Quicksilver, Ghost

Windjammer® V on a 500

Ghost™ on a 650

Windstar™ on a 750

Ultrasound™

Vetter

Rantoul, IL 61866

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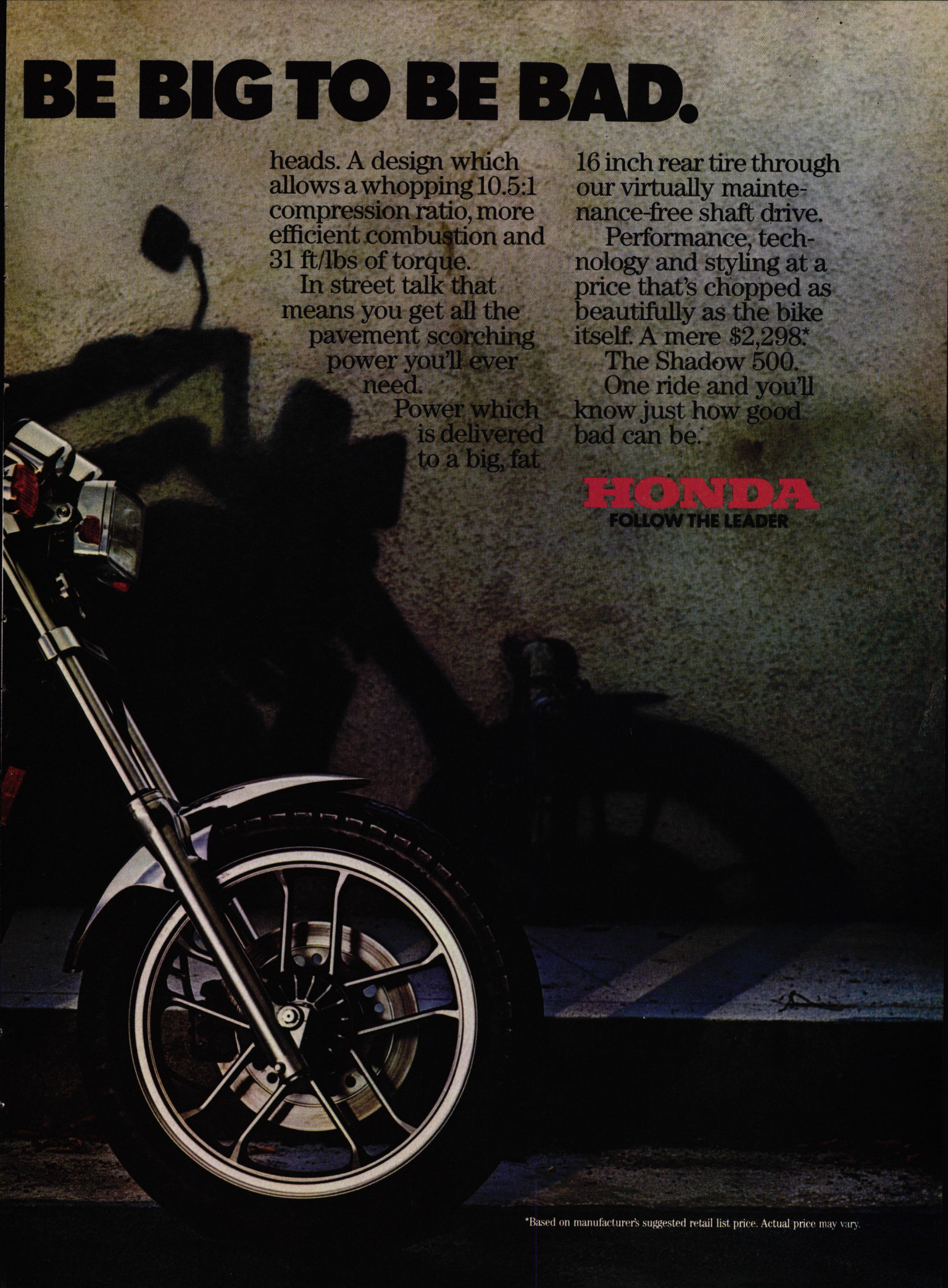
For a free brochure, see your Honda dealer. Or write: American Honda, Dept. 562, Box 9000, Van Nuys, CA 91409.

BE BIG TO BE BAD.



heads. A design which allows a whopping 10.5:1 compression ratio, more efficient combustion and 31 ft/lbs of torque.

In street talk that means you get all the pavement scorching power you'll ever need.

Power which is delivered to a big, fat 16 inch rear tire through our virtually maintenance-free shaft drive.

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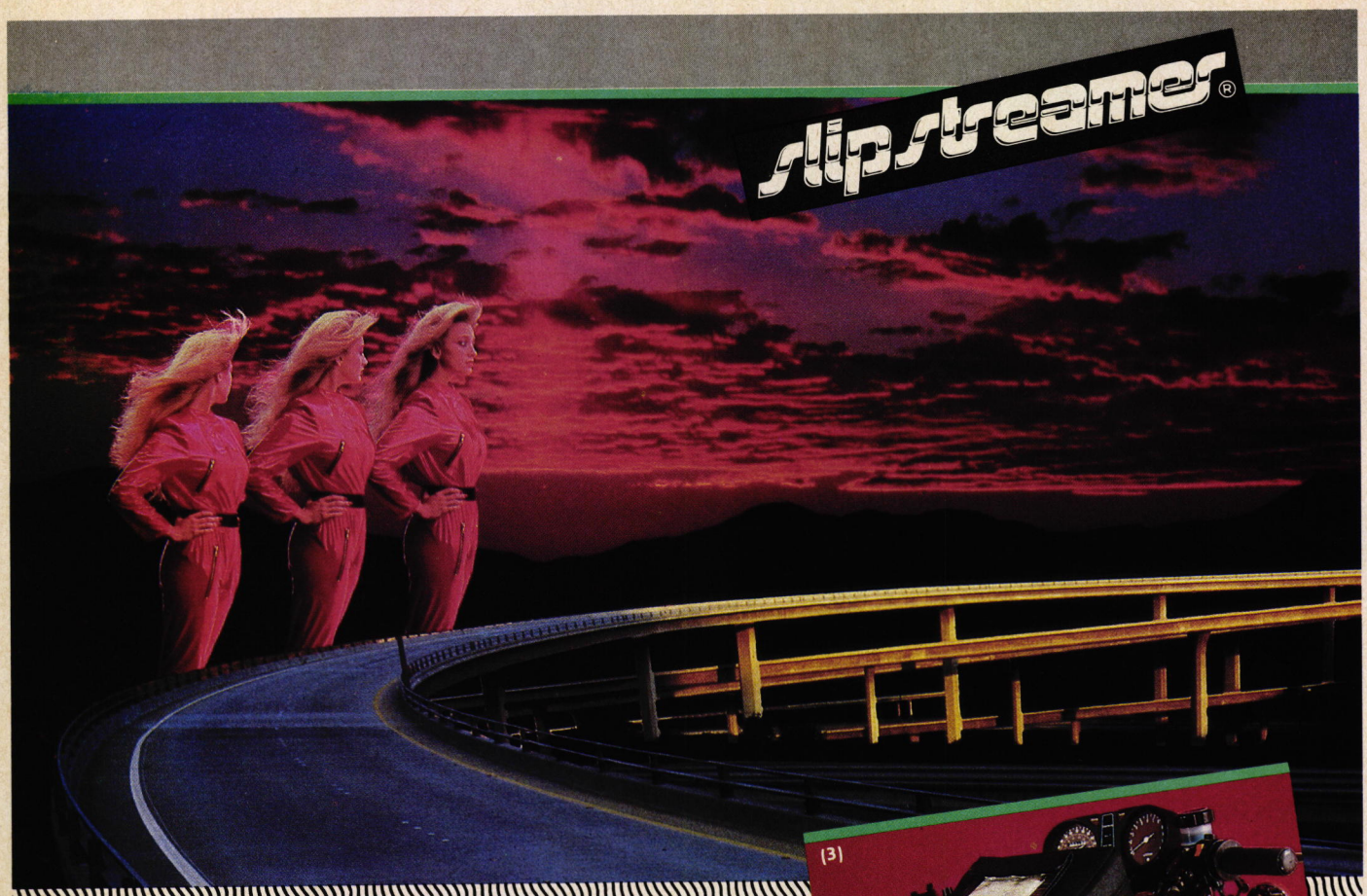

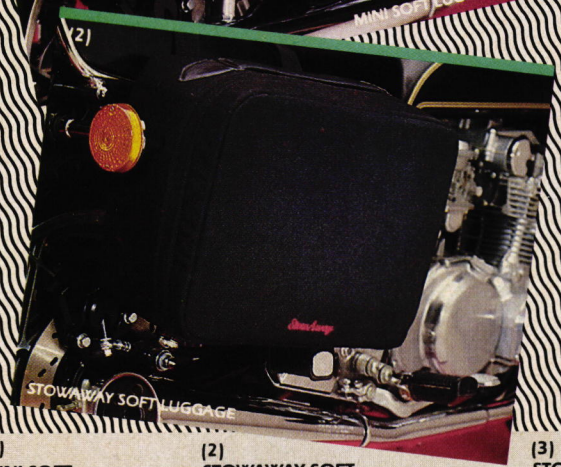

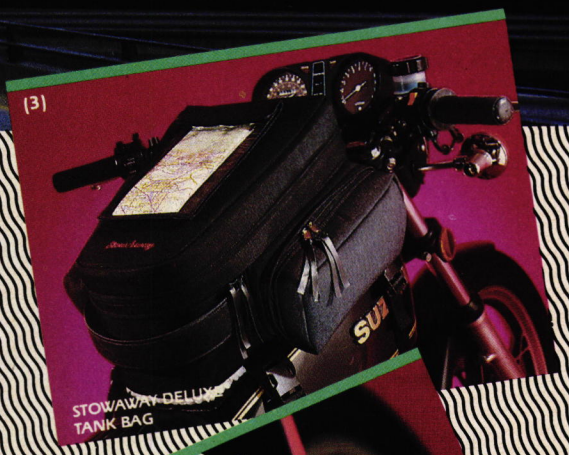

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MINI SOFT LUGGAGE—Same features as larger luggage. Capacity—1.0 cubic foot.

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Cycle Guide's

SPECIAL EDITION:

RIDING APPAREL

Scoot-suits—motorcycling's fast fashion. Wear it's at . . .

Continued

Riding apparel is as universal for street-riders as ignition keys. Practically every rider has a particular collection of clothing serving as riding apparel—whether it was designed for that purpose or not.

Besides the obvious, like providing protection from roadrash, riding apparel serves as protection from the elements, too. Cold in particular, but also wind, sun, dirt, sandstorms, bee swarms, rain and assorted other environmental misfortunes can have their negative effects minimized or even eliminated by appropriate riding gear. And if your riding outfit has some reflective qualities, or is a highly visible color or pattern, it can also protect you by alerting drivers to your presence.

Obviously, along with protection should come comfort and convenience. It is more comfortable to have your own natural covering *not* hit by bugs, *not* pelted by rocks slung from car tires and *not* windburned. So you add a layer or two between you and the environment. And proper riding apparel affords convenience, too, by providing well-placed pockets for carrying necessary items.

A stroll through most motorcycle dealerships reveals an enormous amount of different kinds of clothing, each piece reflecting individualities in design, materials, function, appearance and price, and every item intended for riding a motorcycle. The difficulty lies in picking that which best suits you. And that involves deciding how, what, when, where and why you ride.

First, you should probably consider materials. Basically, motorcycle clothing can be grouped into two categories: leather and everything else. Usually, the everything else is nylon it its various permutations.

Leather is found in a variety of thicknesses and qualities, and receives a wide range of treatments. It can be strong, supple, tough, durable, comfortable, and flexible, but probably not all of these at once. Checking for quality in leather apparel is a matter of educating yourself by comparison shopping. Look around, compare, check the seams and stitching, inspect details like liners, pockets, zippers and snaps. Look for the little differences between riding garments. If you're going to live in that gear whenever you ride, you can be sure that after a while those little differences will become quite apparent.

Variety in nylon fabrics is primarily found in, but not limited to, strength, weight, and treatments for such things as weather-protection and reflectivity. Fabrics are rated by a denier number to indicate relative weights and therefore relative strengths. A higher number is more suitable for motorcycle apparel because it will mean a stronger fabric; such numbers usually can be found on the garment's information tag. Then look for features like double thicknesses in the knees and elbows. The forward part of nylon pantlegs might be doubled for extra weather-protection, and the seat might be doubled for increased wear.

If this all sounds like we're telling you how to dress, relax; we're not. But the subject of riding apparel is more complicated than you might think. Take riding jackets, for instance: What might seem fine while standing in the store might not work when you're sitting on your bike, arms outstretched to reach the handlebar. When you ride, you're leaned forward a little, probably crouched slightly, and certainly bent at the waist. A proper motorcycle jacket takes all these considerations into account. And when you're trying on riding jackets, you should, as well.

Since you'll probably be leaning slightly forward when you ride, you will want the jacket to be long enough in back to reach your waist when you're in a riding position. There should be enough give to allow free arm movement without pulling. Since leather doesn't always give sufficiently, many manufacturers have designed various forms of expansion, or action backs, that allow movement. Another solution to this problem is a combination of stretch material, like spandex, with pleated leather, which will then expand like an accordian to fit comfortably where needed. The riding jacket you pick doesn't *have* to have an expansion back, but it shouldn't bind across the shoulders.

The sleeves on a motorcycle jacket are another important area to check for fit *before* you put your money on the counter. They should be long enough so they won't ride halfway up your forearms as you reach for the handlebar. And for maximum protection from wind and cold, the front opening of a riding jacket, whether closed by snaps or a zipper, should have a wind flap behind it, and the zipper or snaps should go all the way up to the neck to seal against leaks of cold air.

Collar styles are a matter of choice, but the mandarin-type can offer the best seal at the neck. Conventional collars sometimes flap in the wind, so look for snaps or velcro to hold down the collar corners. And if you want a hip-length instead of a waist-length jacket, investigate those with zippers that open from both ends, so you can unzip the lower end when you ride to allow freer leg movement.

Since luggage space on a bike is at a premium, check the pockets for sufficient space for all those things you might want to carry, such as a checkbook, wallet, and glasses. And note how the pockets close, because you don't want your wallet falling out into the middle of the freeway. Zippers are the most secure method of sealing a pocket, but they're the hardest to open or close, particularly with gloved hands. Velcro is exactly the opposite; easy to use, but less secure. Snaps are somewhere in between. And for maximum security an inside pocket can be invaluable.

If you can have only one jacket for all your riding, you might want one with a removable liner that zips in and out. If you like a tight fit around the wrists to keep out the cold air, check for knit cuffs, or those with zippers, velcro or elasticized closures. Some features that might be valuable to you might not be readily apparent until you look around and compare.

The same kind of advice goes for pants. Typically, motorcycle pants are more specialized items than jackets, and most riders just wear jeans. But real motorcycle pants can be valuable for protection beyond keeping street clothes underneath from getting wrinkled or soiled. As with a jacket or one-piece suit, you should check the fit while in your usual riding position. Some of the heavier leather pants have baggy seats and knees so they'll fit properly while you're riding the bike. But some of the lighter leathers, and most fabrics, usually don't have that problem.

That same rule of thumb applies to one-piece suits, where one measurement that isn't right can effect how the whole suit fits. One-piecers can come in the form of racing leathers, racer-look touring suits or nylon overalls, and each is designed for different tasks. Generally, though, one-piece suits offer better protection from roadrash and the elements than otherwise identical two-piece apparel, since they don't separate at the waist. But that feature also means that you can't just use *half* of the suit when the weather or your riding demands it. To solve that problem, some manufacturers have designed two-piece suits that zip together at the waist, offering most of the advantages of both one- and two-piece garments.

All in all, the array of choices you've got in your riding apparel is considerable. But to cut down on the confusion, we've assembled the CYCLE GUIDE Buyer's Guide that follows. Take a good look through these pages and you'll probably find what you need; because however you ride, there's some manufacturer out there who's got you covered.

JACKETS

ARP
564½ 31¾ Road
Grand Junction, Colorado 81501
(303) 434-0445
Leather Jacket: $135.00 to $155.00
Available in "Naked Leather" (matte finish) or glossy leather finish in a choice of chestnut brown or black. Features quilted acetate lining, snap-down collar and industrial-weight zippers. Sizes include men's 34-46, women's 8-14, or custom-sized for an additional $20.

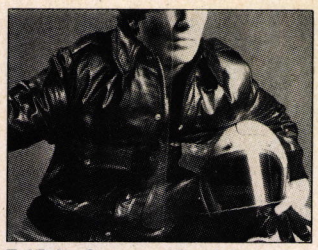
Bates Industries
636 W. 16th St.
Long Beach, California 90801
(213) 435-6551
Café Jacket: $210.00
One of Bates' selection of custom-made leather garments. Features padded upper chest, back and shoulder area, open mandarin collar, two inches of waist-adjustment, straight-cut front, and a back panel cut longer to keep out wind. Colors include black, brown, antique tan and grey, with matching or contrasting piping. Sizing is by individual measurements.

Hugger I & II: $215.00
A custom-sized cowhide riding jacket available with either mandarin (I) or sport (II) collar styles and in versions designed for either men or women. Features an expandable back for a snug fit and freedom of movement, zippered sleeves and pockets, an inside pocket, and a selection of solid or two-tone colors.

Super Pro: $210.00 to $245.00
Bates' Super Pro is a racing-inspired cowhide jacket available in both men's and women's sizes. Features include an open mandarin collar, padded accent stripes, an action-back design for freedom of movement, zippered sleeves, concealed windflap, inside pocket, and two zippered slash pockets. Available in selected Bates colors in custom sizes.

Bomber: $225.00 to $250.00
An updated cyclist's version of the classic WWII flight jacket. Features cowhide construction with insulated lining and fur collar, knit cuffs and waistband, two snap-closed pockets and a windflap. Options include snaps in front in addition to the zipper, zippered sleeves, a leather collar and removeable fur collar. Colors are black, brown, chocolate, navy, buckskin or grey. Custom-fit sizes for men only.

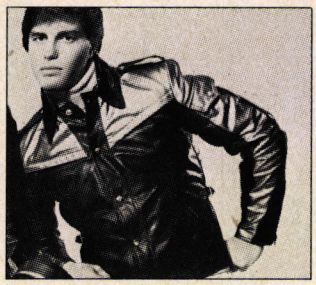
Brooks Leather Sportswear Inc.
14511 W. 11 Mile Road
Oak Park, Michigan 48237
(313) 548-8633 or (800) 521-0254
T-11: No Suggested Retail Price
Manufactured from heavy-duty top-grain cowhide with classic biker styling. Features Thinsulate insulation, zippered sleeves, front and slash pockets, double-breasted styling and a belted waist. Colors and sizes available on request.



T-47: No Suggested Retail Price
A Thinsulate-insulated leather WWII bomber-style jacket with knit cuffs and waistband, snap-closure, two-way side pockets, epaulets and a zippered and snap-type front with windflap. A detachable Orlon pile collar is optional. Colors and sizes available on request.

T-81: No Suggested Retail Price
A leather jacket with Thinsulate insulation for added warmth with minimum bulk. Features tapered styling, two zippered pockets, a dress collar, an extra-long back to keep wind out and color-coordinated zippers throughout. Information on colors and sizes on request.

473 Z & 973 Z: No Suggested Retail Prices
An all-leather riding jacket available in designs made specifically for either men or women. Features include an action back for easy movement and snug fit, double stitching, a zip-out Orlon pile lining, side pockets, a wind-tight collar and hip buckles. Colors and sizes of the 473 Z (women's) and 973 Z (men's) are available on request.



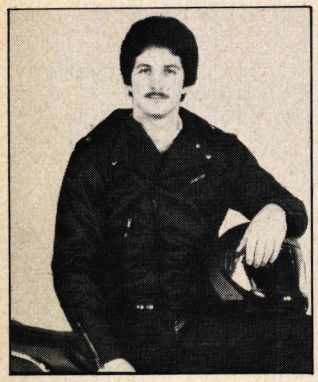
983 & 985: No Suggested Retail Prices
Brooks' 983 is a European-style leather racing-type jacket with two-tone finish. Features a zippered front, mandarin collar with double snaps and slanted waist pockets. The 985 combines a Western look with more modern styling. It features a two-tone finish (solid optional), snap front closure, zippered sleeves, a snap-down collar and Rayon lining. Colors and fitting information on request.

Esprit
455 McCormick Blvd.
Columbus, Ohio 43213
Foxie: $135.95
A soft leather jacket designed especially for women. Features an action back, snap-down collar, handwarmer pockets, a removable lining and zippered slits at the hips to accommodate fuller figures. Available in dark brown and black in women's blouse sizes 30-40.

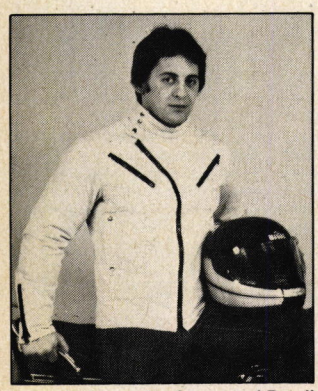
Traveler: $152.95
Constructed of cowhide and designed to meet a cyclist's needs for everyday wear. Features longer sleeves and back for protection while in riding position, a snap-down collar, handwarmer pockets and a removable lining. Available in black or dark brown in sizes 36-50.

Cruiser: $165.95
A jacket with classic motorcycle styling, made of black cowhide with an action back, quilted lining, three zippered pockets, a snap-down collar and belted waist. Available in sizes 36-50.

Raven: $157.95
Madrid: $172.95
A heavy leather jacket constructed of 1.4mm-thick hides in designs exclusively for men or women. Women's Raven and men's Madrid, matching-styled jackets, both feature premium, top-grain U.S. cowhide in black with gold accent piping on shoulders, double-stitched seams sewn with nylon thread, bar tacking along stress areas, black zippers throughout, two handwarmer pockets, inside zippered breast pocket, expansion panels along sides and back for comfort, mandarin collar and a back that is cut longer for additional protection. Available in sizes 30-40 for women and 36-50 for men.



Dyna Tour
1944 N. Narragansett Ave.
Chicago, Illinois 60639
(312) 637-5049
Vortexx Bomber: No Suggested Retail Price
A U.S. Air Force flight jacket replica unconventionally constructed of nylon Oxford rather than leather. Features a 200 denier nylon taffeta lining, black knitted waistband and inner sleeve wristlets, double-stitched seams and a Delvin self-lubricating teflon zipper. Available in high-lustre metallic silver or black. Contact Dyna Tour for sizing.



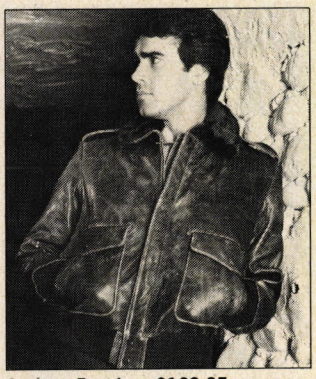
Vortexx Monza: No Suggested Retail Price
Dyna Tour's Monza is constructed of insulated nylon similar to the bomber design, and features two flannel-lined side pockets with snap closures, two zippered chest pockets, a right-sleeve pocket, an insulated snap-type collar, tapered, extra-length sleeves and Delvin teflon zippers throughout. Available in high-lustre metallic silver and black. Sizes available on request.

Vortexx Brando: No Suggested Retail Price
A traditional "biker style" jacket of nylon Oxford with air pocket insulation. Features snap-down collar, flannel-lined slash pockets, breast and left-sleeve pockets, action back design, elastic inserts at the waist and teflon zippers. Available in silver or black. Sizes on request from Dyna Tour.

Harley-Davidson Motor Company Inc.
P.O. Box 653
Milwaukee, Wisconsin 53201
(414) 342-4680
& Dealers Nationwide
Captain & Co-Captain: $144.95 to $155.95
Classic bomber-style jackets made of soft drum-dyed leather with black nylon knit cuffs and waistband. Features include mandarin collar, dual-function snap-down pockets, padded elbows, quilted polyester fiberfill insulation and nylon taffeta lining. Available in men's sizes 34-52 ($155.95) and women's sizes 30-42 ($144.95).

Cycle Champ & Cycle Queen: $154.95 to $189.95
Constructed of heavy drum-dyed leather in both men's and women's styles. Each features zippered sleeve closures, epaulets, snap-down lapels and collar, action back, polyester fiberfill insulation and nylon taffeta lining. A built-in, reinforced kidney-panel is used on the men's version for extra support, and the women's version includes a front panel pocket.

New Breed Patrol: $159.95 to $179.95
A sporty European-look soft leather jacket for men and women. Features offset front zipper, slash pockets, zippered sleeve closures, action back with expandable side-gusseting, mandarin snap-back collar, a large, hidden zipper-type windflap, nylon taffeta lining and polyester fiberfill insulation. Available in standard men's and women's sizes with an additional $10 charge for longer cut.



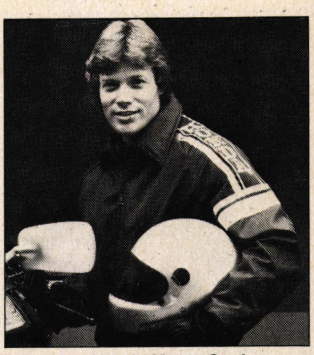
Antique Bomber: $169.95
Distressed leather gives this WWII replica flight jacket a fashionable flair. Features include authentic three-panel-back construction, nylon knit cuffs and waistband, action back, dual-function, snap-down pockets, quilted polyester fiberfill insulation and nylon taffeta lining. Available in sizes 34-52.

Chopper: $159.95 5o $189.95
Harley's Chopper jacket is constructed of soft, tumble-dyed leather and is styled especially to suit the tastes both of women and men who ride chopped H-Ds. Features decorative shoulder and elbow stitching, braided leather epaulets, center-pleat action back, zippered front, pockets and sleeve closures and quilted polyester fiberfill insulation. Men's version features two adjustable side belts. Women's style has a thin half-belt with elastic gathered hip panel. Add $10 for long sizes.

Prestige: $169.95 to $184.95
Constructed of drum-dyed leather in two-tone black-and-grey with contrasting red accent piping. Features include mandarin-style collar, action back, zippered front and slash pockets, zippered sleeve closures and nylon taffeta lining. Men's sizes 34-48 and women's sizes 32-42 are available.

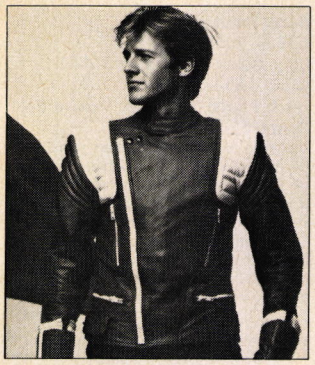
Hein Gericke
201 W. Bastonchury Rd.
Fullerton, California 92635
Eazy: No Suggested Retail Price
Hein Gericke's Easy leather jacket is fashioned in a Levi-style and is designed for both the casual rider and non-rider. Available both in men's and women's sizes from dealers who carry the Hein Gericke line.

Hurricane: No Suggested Retail Price
A leather cycling jacket designed for the tourer who rides in all kinds of weather. It features zippered pockets, a double-zippered front to allow room for thicker undergarments, an adjustable collar, padded elbows, shoulders and kidney area and a key/change pocket on the left wrist. Available both in men's and women's sizes. See Hein Gericke dealer for color choices and details.

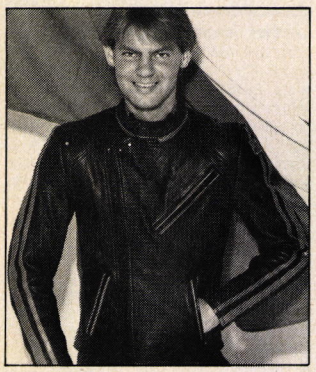


American Honda Motor Co. Inc.
P.O. Box 50
Gardena, California 90247
Hondaline Nightlite: $63.95
Gold Wing Nightlite: $89.95
Tailor-fit jackets with either Gold Wing or Honda shoulder graphics and trimmed with Early Warning reflective fabric for increased visibility. Features include knit cuffs and waistband, zipper closure pockets and zip-through collar. Gold Wing model comes with zip-out thermal liner and Gold Wing patch. Zip-out liner is optional for the standard Nightlite. Available in light grey and navy blue (Nightlite), as well as wineberry red, charcoal gray or black (Gold Wing) in sizes XS-XXL at Honda dealers.

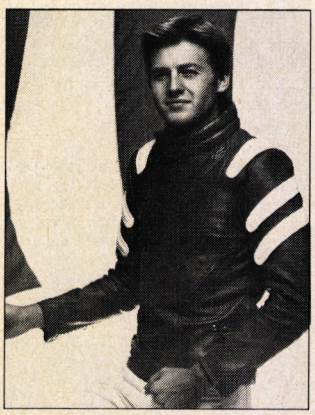
Hondaline Tour-Sport: $199.95
Hondaline Nighthawk: $164.95
Leather jackets constructed of grade A American cowhide, vat- and tumble-dyed to insure a supple finish resistant to scuffing and scratching. Each features double-row stitching, bar-tacking in all stress areas, sleeves set forward to increase comfort with arms outstretched, padding in shoulder and elbow areas, tapered and zippered sleeve openings. Tour-Sport features a double-zippered front to allow extra interior space for warmer undergarments, mandarin collar, three zippered front pockets, Spandex side panels for a snug fit and an integrated adjustable waist belt. Nighthawk features include bomber jacket styling, mandarin collar with belt, knit cuffs and waist, handwarmer pockets with snap tops and a zippered sleeve pocket and inside pocket. Sizes for both are 38-50.



Jumbo International/
Slope Associates
P.O. Box 5449
Fullerton, California 92635
Jumbo International leather motorcycle clothing is imported from West Germany and is available in sizes and patterns either for men or women. Mega jacket features include protective padding at shoulders, elbows and kidneys, a mandarin collar with velcro closure, four zippered pockets, one inside pocket and quilted insulation. Available in popular sizes in a choice of black, black/white, red/black, white, red/white, or blue/white colors.



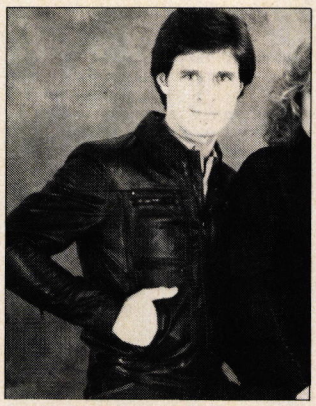
Kelo: $165.20
A sport-styled leather jacket dsigned for men. Features include a stretch side panel for snug fit, protective padding at shoulders and elbows, padded mandarin collar with velcro closure, three zippered exterior pockets, one inside pocket and a quilted polyamide lining. Colors include black, black/white and black/red.



Toga: $167.70
Jumbo International's Toga model is an insulated leather riding jacket available in patterns and sizes specifically for men or women. Toga features include side-stretch panels, padding in shoulders, elbows and kidneys, a high-neck collar, adjustable waist, three zippered pockets, one inner pocket and an insulated polyamide lining. Color combinations are black/white and red/white only.

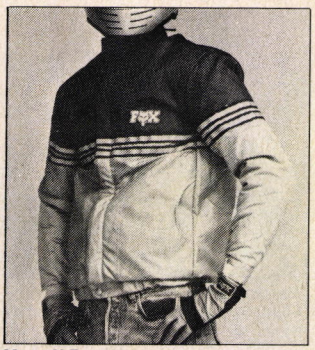
Marsee
Box 300
Convoy, Ohio 45832
(419) 749-4059 (Ohio) or (800) 537-1631
Street Short: $95.00
Manufactured of 200 denier nylon with a water-repellent coating and 7 ounces of Poly-slim polyester insulation. Features seamless shoulders to reduce water entry, contoured and tapered sleeves, inner cuffs, an adjustable mandarin collar with flap-secured turn-back tab, inner storm flap, inside pocket, double-row elastic in back and a nylon inner liner. Color and size information available from Marsee.

Long Jacket: $105.00
A full-length touring coat insulated with Poly-slim polyester and constructed of 200 denier nylon. Features include a water-repellent coating on the nylon shell, contoured sleeves for comfort while in riding position, inner cuffs and tapered sleeves, a hidden front storm flap with velcro closure, seamless shoulders to reduce water entry, an adjustable mandarin collar, heavy-duty, two-way nylon zipper, elasticized back, two large cargo pockets, two handwarmer pockets and one inside pocket. Size and color information is available from Marsee.



Leather Jacket: $159.95
Marsee's leather touring jacket is made of drum-dyed cowhide in a semi-Western design. Features include nylon zippers, snap-down collar, finished inner storm flap, lining with inner chest pocket, five external pockets, an elasticized waist, zippered cuffs and rivet-reinforced pocket corners. Available in black, smoke grey and brandy wine in sizes 32-50.

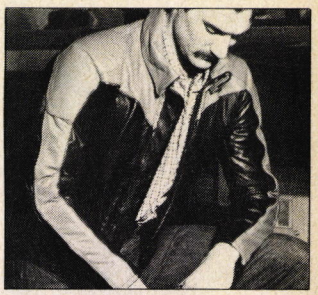
Reversible: $189.95
A versatile design constructed of drum-dyed cowhide on one side and a urethane-coated, nylon/cotton blend, water-resistant fabric on the reverse side. Features include an insulated high-neck collar, four zippered front pockets, a zippered front closure with snap-down storm flap, zippered cuffs, a patterned action back and reinforced pockets. Available in black only in sizes 36-50.



Moto-X Fox
520 McGlincy Lane,
Campbell, California 95008
(408) 371-1221
Superstreet: $74.00
Constructed of 400 denier nylon with a quilted, insulating inner lining. Features functional, stylish stripes made of reflective material to aid in nighttime visibility, full-length back for coverage while in riding position, elastic waistband with hidden inside belt, a velcro-closed storm flap over the front zipper and velcro closures at neck and wrists. Available in red/silver or blue/silver color combinations in sizes XS-XL at dealers or direct from Moto-X Fox.

Thurlow
4807 Mercury St.
San Diego, California 92111
(619) 279-9004
Deerskin: $249.00 to $300.00
(Larger Sizes)
Thurlow's men's riding jacket is made of deerskin, with padded elbows and shoulders. Additional features include a mandarin collar with snap closure, bi-swing back with shoulder pleat, a full-length windflap under the front zipper, zippered sleeves, one inside pocket, two outside zippered slash pockets and a satin lining. Standard sizes are available in both Regulars and Longs. Custom options and stripes of leather or Scotchlite are also available. Colors are saddle tan, cedar, dark brown and black. Contact Thurlow for more information.

Tour Lion
P.O. Box 300
Convoy, Ohio 45832
(419) 749-4059
Early Warning Sport: $122.00
Partial Early Warning Sport: $98.95
Tour Lion's Sport jacket features a reflective Early Warning Scotchlite fabric for high visibility, a three-way velcro-secured collar, contoured sleeves with knit inner cuffs, a 200 denier nylon urethane-coated shell and Poly-Slim insulation. Color options include siver w/black trim, black w/silver trim and burgundy w/silver trim. Contact Tour Lion for size information. A longer-style touring jacket is also available.

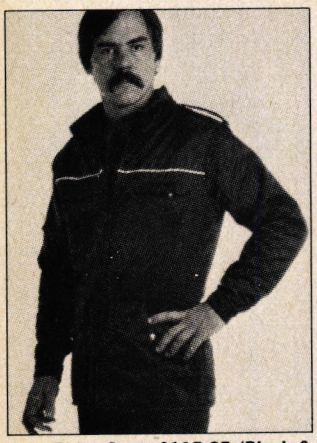


Leather Jacket: $207.00
(Black/Grey), $202.00 (Black)
Constructed of top-grain leather with features such as elasticized side ribbings, padded lower back area to maintain body warmth, action back, longer sleeves for comfort in the riding position, a three-way collar with velcro tabs, an integral front storm flap under the nylon zipper and three zippered pockets. Available in black or in black and grey with burgundy trim. Sizes include women's 8-12 and men's 36-50. Women's sizes available in black and grey only.

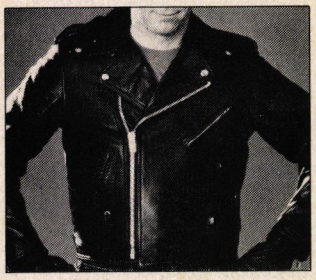
Tourmaster Riding Apparel
2115 Colorado Ave.
Santa Monica, California 90404
(213) 828-6405
Sport: $89.95
A sport-styled jacket constructed of 200 denier Oxford nylon with a waterproof urethane coating and a Hollofil lining. Features include extra-long-cut sleeves with inner knit cuffs and outer velcro closures, Offray reflective striping on sleeves and back, heavy-duty nylon zipper with full-length, velcro-sealed storm flap, an adjustable collar with velcro tab, elasticized waistband and three zippered pockets. Available in black or silver in sizes XS-XXL.

Men's & Women's Long Jacket: $114.95
Tourmaster's highly visible yellow long jacket is available both in men's and women's sizes and is claimed not to lose it's ½-mile visibility when wet. Features Offray Reflectoribbon down the sleeves, two dual-entry handwarmer pockets and an adjustable waist belt. Sizes are S-XXL.

Tour Rider
P.O. Box 2826
Idaho Falls, Idaho 83401
(800) 632-5717 (Idaho) or (800) 635-6103
Sport Jacket: $99.95 (Black & Silver)
$115.95 (Early Warning)
An all-purpose riding jacket featuring a three-way collar, elasticized waist, zippered wind flap, extra-long sleeves, velcro wrist tabs and bomber-style shoulder design. Available with reflective Early Warning Scotchlite finish.



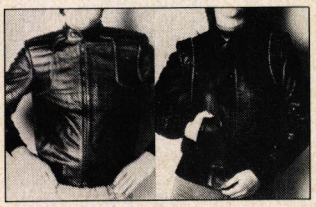
Tour Rider Coat: $115.95 (Black & Silver)
$129.95 (Early Warning)
A longer version of Tour Rider's Sport Jacket with similar features, except that coat includes two breast pockets with zip closures and dual-entry insulated handwarmer pockets with velcro top closures.



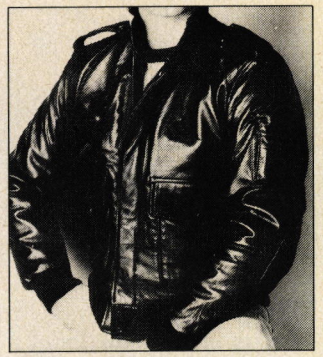
Wheels Of Man
13275 Paxton St.
Arleta, California 91331
(800) 232-2120 (Calif.) or (800) 423-2300
Police Special: $139.95
Constructed of top grain cowhide with classic biker design features such as offset front zipper with wide storm flap, three zippered slash pockets, a snap-down collar, zippered sleeves and a taffeta lining. Available in black only in standard sizes.

Western: $134.95
A lightweight sport-styled leather jacket designed for slim riders. Features include Western-styled collar and shoulders, action back with extra-deep cut at waist to keep wind out, snap-down collar, leather-lined interior pocket, zippered sleeve cuffs and two exterior pockets with zippered closures. Available in black only in sizes 36-48.

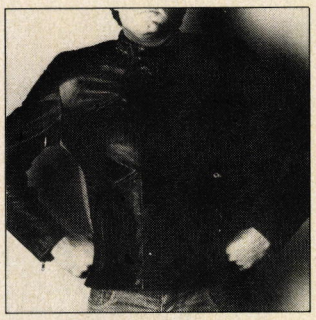
Bomber: $139.95
A black, drum-dyed cowhide jacket fashioned after U.S. Air Force flight jackets of WWII. Features include a knit waistband, mandarin-style collar, two handwarmer pockets, two snapflap pockets and antique brass-colored snaps and zipper for traditional styling. An optional snap-out fur collar kit is available for cold-weather riding. Sizes range from 36-52.



Yamaha Parts Distributors Inc.
6555 Katella Ave.
Cypress, California 90630
& Yamaha Dealers Nationwide
Secaline: $119.95 (Men's), $114.95 (Women's)
Secaline leather jackets from Yamaha feature padded shoulders with red accent stitching and piping, two zippered slash pockets, center action vent in back for ease of movement, knit cuffs and waistband, leather wind flap behind front zipper and snap-fastened mandarin collar. Available in black only in standard sizes.



Midnight: $149.95
Constructed of soft, vat-dyed leather in a fuller cut to accommodate larger riders. Features include velcro-fastened mandarin collar, velcro wind flap over the front zipper, knit wristlets and waistband, quilted lining, dual handwarmer pockets, a small zippered sleeve pocket and an inside pocket. Available in black only in standard sizes at Yamaha dealers.



Maxim: $189.95
A European-styled jacket constructed of vat-dyed leather. Features include bar-tacked and double-stitched stress points, velcro-fastening mandarin collar, velcro wind flap over front zipper, zippered wrist closures, padded shoulders, elbows and back for rider protection, extra-long back, spandex side panels for a body hugging fit, two large zipper/snap-type front pockets, a zippered pocket on the left sleeve and one inside pocket. At Yamaha dealers.

PANTS

ARP
564 ½ 31 ¾ Road
Grand Junction, Colorado 81501
(303) 434-0445
Leather Jeans: $140.00 to $160.00
Jean-style boot-cut pants constructed of either matte- or glossy-finish leather with nylon thread in a choice of chestnut brown or black. Features four jean-type patch pockets, a rayon/acetate lining and extra-long legs for custom tailoring. Available in men's sizes 28-34. Custom sizes are an additional $20.

Bates Industries
636 W. 16th St.
Long Beach, California 90801
(213) 435-6551
Bush Pants: $200.00; Deluxe Bush Pants: $205.00
Top-grain leather bush-design pants both for men and women, available in a variety of Bates' colors. Features full lining, semi-flared legs, deep bush-style cargo pockets in front, snap-closure patch pockets in back and a matching belt with a brass buckle. Deluxe bush pants have an additional zippered change pocket. Contact Bates for information on custom sizing and color options.

Leather Jeans: $200.00
Jean-style leather pants in patterns designed either for men's or women's dimensions. Features jean-type front pockets with change pocket, a zippered rear pocket on left side, wide belt loops, straight-cut legs and full lining. Colors include navy, black, brown, saddle, buckskin, chocolate and antique tan. Custom sizing included in the price.

Esprit
455 McCormick Blvd.
Columbus, Ohio 43213
Hombre: $138.95
Leather pants constructed of 1.4mm-thick cowhide with full lining. Features nylon thread with double-row stitching along high-stress areas, large belt loops, deeply set front and rear jean-style pockets and extra long unhemned length so purchaser can have them tailored to suit. Available in black only in sizes 30-40.

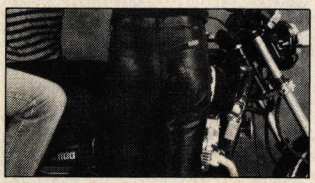
Hein Gericke
201 W. Bastanchury Rd.
Fullerton, California 92635
Boot Cut: No Suggested Retail Price
Leather pants with the familiar jeans look in men's and women's sizes. Features extra-long cut for custom-length tailoring, full lining to below the knee, dual front and rear pockets, extra-wide belt loops and copper rivets in stress areas. Contact Hein Gericke dealers for size and color information.

Highway: No Suggested Retail Price
Riding pants constructed of leather for the fashion- and function-conscious rider. Features sraight-leg styling, full lining, extra length for custom tailoring, two large zippered side pockets, double seams and a leather belt with steel eyelets. Available both in men's and women's sizes.

City: No Suggested Retail Price
Straight-leg, jean-style leathers featuring full lining to below the knee, extra-long cut for custom-tailoring to desired length, double seams, heavy-duty zipper and two hidden front pockets. Contact Hein Gericke dealers for color and size information.

Jumbo International/
Slope Associates
P.O. Box 5449
Fullerton, California 92635
(714) 871-9118
Remo Bib Pants: $152.50
Leather bib-style pants available in men's and women's sizes. Features side- and back-stretch for snug fit, two zippered exterior pockets, one interior pocket, shoulder straps with adjustable snap closures, protective padding on back and knees, and insulated polyamide lining. Colors include black, black/white, red, and red/black.

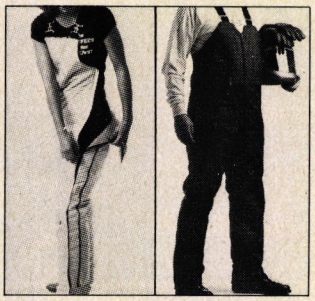
Marsee
Box 300
Convoy, Ohio 45832
(419) 749-4059 (Ohio) or (800) 537-1631
Bib Trousers: $95.00
High-back bib-style touring pants made of 200 denier nylon with a water-repellent coating and Poly-slim polyester insulation. Features adjustable, full-stretch elastic shoulder straps, two-way zippered front with built-in fly, inside storm flap, waist-high, two-way side zippers for easy entry/exit, velcro ankle closures and elastic stirrups. Contact Marsee for color and size information.



Leather Trousers: $139.95
Black leather jean-cut trousers designed to complement Marsee's leather jackets. Features four jean-style pockets, a right-side watch pocket, nylon zippers and full interior lining. Available in sizes 22-40 at dealerships that carry the Marsee line.

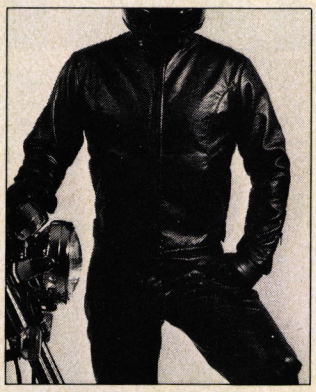
Thurlow
4807 Mercury St.
San Diego, California 92111
(619) 279-9004
Men's Deerskin Riding Pants: $239.00 to $350.00
Jean-styled deerskin riding pants in a variety of configurations. Standard pants feature two jean-type front pockets, coin pocket, one zippered rear pocket on left side, lining to the knee and wide belt loops. Options include any combination of: full lining, zippered legs, knee pads and hip pads and leg patterns other than boot-cut. Colors include saddle tan, cedar, dark brown and black. Sizes other than 28-34 in short, medium or long are an additional $20.

Tour Lion
P.O. Box 300
Convoy, Ohio 45832
(419) 749-4059
Leather Trousers: $174.95
Tour Lion's leather pants feature double-layer knee and seat reinforcement for increased garment life and rider protection, a double-snap waistband with black nylon zipper, two front pockets, leather-reinforced crotch and an inner lining that runs to the knee. Women's sizes are available in black and grey with burgundy. Men's sizes are available either in black, or black and grey with burgundy.

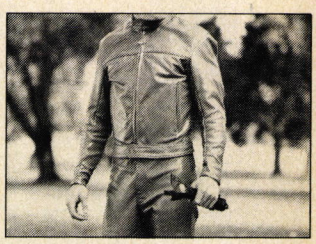


Tour Rider
P.O. Box 2826
Idaho Falls, Idaho 83401
(800) 632-5717 (Idaho) or (800) 635-6103
Bib Trousers: $101.00 (Black & Silver)
$122.00 (Early Warning)
Constructed of Oxford nylon close-weave fabric with 1-ounce urethane coating for water resistance. Available either in silver/black or the reflective Early Warning material, these trousers also feature elasticized adjustable suspenders, elasticized waist back, two-way, waist-high zippers on the legs, adjustable velcro closures on leg bottoms, double outer fabric sewn into the seat and knee areas, two-way zipper fly on men's models and a zippered dropseat on the women's model.

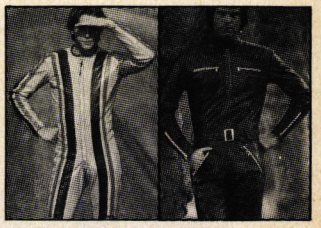
SUITS



Arcticwear/Northern Outerwear, Inc.
1701 East First St.
Thief River Falls, Minnesota 56701
(218) 681-6037
Weatherproof Suit
Jacket: $74.95; Pants: $64.95
A leather-look two-piece suit made of heavy-duty vinyl. Jacket features an expanding action back design, padded kidney panel, wind flap over front zipper, adjustable collar, zippered sides, pockets and sleeves, zip-out quilted Dacron 808 Hollofil lining, taped or serged inside seams and bar-tacked stress-points. Sizes are XS through XXL including tall sizes. Pants feature the same vinyl material, front wind flap over zipper, zippered cuffs with gussets and similar seam and stress point construction. Sizes include XS through XXL and tall versions.

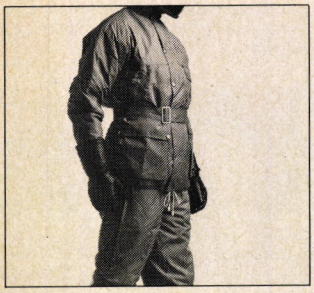


Bates Industries
636 W. 16th St.
Long Beach, California 90801
(213) 435-6551
Custom Leather Touring Suits: $525.00
Designed for sport/touring riders and manufactured of top-grain cowhide in a zip-together two-piece configuration. Options include a café-style extended-length jacket, an expansion waist section and a zip-on waistband that allows the pants to be worn separately. Like all Bates leather goods, a variety of colors are available.

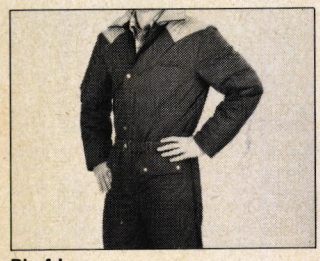


Custom Leather Competition Suits: $345.00 & Up
Custom one-piece leather racing suits for roadracing, dirttrack, speedway and dragracing. Various custom design possibilities and options.

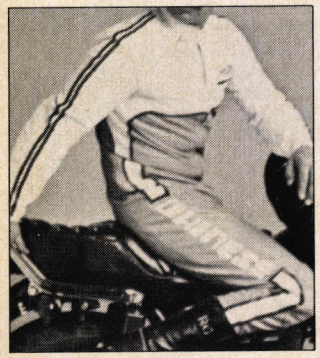
Belstaff
Eastern inquiries:
Moto Race
P.O. Box 861
Wilbraham, Massachusetts 01095
(413) 734-6211 or (800) 628-4040
Western inquiries:
Hap Jones Distributing Co.
1040 Rock Ave.
San Jose, California 95131
(800) 538-6833 or (800) 662-9822 (Outside CA)
XL500 Trialmaster Suit:
Jacket: $109.00 Pants: $79.00
Two-piece suit constructed of polyurethane-coated nylon. Jacket is available in XS through XL sizes, and features a brass front zipper with double overlap, large pockets with storm flaps, underarm vents, and sewn, taped and sealed seams throughout. Pants are available in sizes 68, 72, 76, 80 and 84cm (inside leg), and feature an elastic waist with snap adjustment, zippered ankle fasteners, pocket-access on right hip and taped and sealed seams. Jacket and pants are black in color.



Belstaff
Trialmaster Professional Suit:
Jacket: $109.00 Pants: $79.00
This two-piece suit is constructed of heavy-duty waxed cotton, with a cotton lining. Professional jacket features diamond-quilted shoulders and elbows, zip-front with studded double-overlap, underarm ventilation, tab/stud cuff fastening, reinforcement at shoulders and elbows, four pouched pockets and taped and sealed double-sewn seams. Standard sizes are 80, 88, 92, 96, 100, 108 and 112cm. Additional cost for size 116cm. Pants feature an elastic waistband with tab and stud fasteners, adjustable fasteners at ankles, pocket access on right hip and reinforced patches at seat and inside legs. Standard sizes are 68, 72, 76 and 80cm inseam. Additional cost for size 84cm. Both jacket and pants are black in color.



Big 4 Inc.
W. 300 Second Ave.
Spokane, Washington 99204
(800) 572-5690
(800) 541-5550 (Outside WA)
Super Suit: $69.95
A one-piece touring suit constructed of heavy-duty ruberized nylon with a Poly-Slim insulation and quilted lining. Designed to be waterproof and to protect from wind and cold weather. Features a zippered front with snap-down storm flap, internal knit storm cuffs, snap-down collar, a belted waist, two snapped leg pockets, full-length leg zippers, removable stirrups and a zippered chest pocket. Navy blue body with a tan yoke for accent. Available in sizes S through XL.

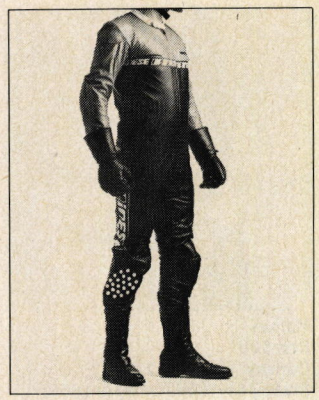


Dainese Race Leathers
Moto Race
P.O. Box 861
Wilbraham, Massachusetts 01095
(413) 734-6211 or (800) 628-4040
Toga: $385.00
Moto Race imports the line of Dainese FIM-approved race leathers. The Toga model features a single-piece design with nylon lining, padded knees, high-density polyester-reinforced shoulder pads, tailored body and legs, padded thighs and elbows, reinforced crotch seam, elastic stretch waist back panel to prevent bunching up when crouching. Colors and sizes on request.

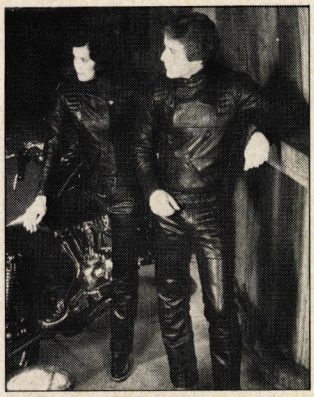
Cofi: $395.00
A two-piece "off-the-rack" leather race suit similar in design to the Toga. Features include a leather overflap with snap covers and waist zipper. Available in standard sizes in several color combinations.

KU: $420.00
Another two-piece leather racing suit, similar in design to the Cofi model. Color combinations include yellow/white/black, red/white/blue, and red/white/black. Basic sizes for all the suits are in five patterns from waist sizes 28–36.

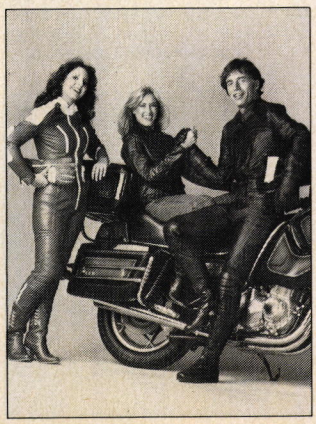
Barry Sheene: $425.00
A two-piece racing suit similar to those used by Barry Sheene and John Long. Colors are red/black with yellow/white accents. Same sizes as the KU.



Gone: $425.00
Single-piece race leathers with full nylon lining and padded knees and elbows. Injection-molded plastic knee skid pads protect leather during hard cornering. Four replacable skid pads included with each Gone suit.



Harley-Davidson Motor Company, Inc.
P.O. Box 653
Milwaukee, Wisconsin 53201
(414) 342-4680
& Dealers Nationwide
Ruff-N-Ready Jacket: $164.95 to $204.95
Professional Pants: $139.95 to $149.95
H-Ds drum-dyed leather Ruff-N-Ready jacket features padded shoulders, elbows and lower back panels, a sleeve pocket, dual-zipper front panel with wind flap, quilted polyester fiberfill insulation and nylon lining. Available in black or brown in regular and long sizes for both men and women. Professional leather pants come with two front and two rear pockets, straight-leg construction, snap closures on the legs and nylon lining to the knee. Available in men's and women's versions in both black and brown leather. Each piece can be worn separately.



Hein Gericke
201 W. Bastanchury Road
Fullerton, California 92635
Pilot Two-Piece Combination: No Suggested Retail Price
European-styled leather pants and jackets designed to appeal to café racers. Pilot pants feature a built-in kidney belt, a high, adjustable collar, padding at elbows and shoulders, leather-covered spandex side panels for a snug fit and a hidden zipper that allows pants to be connected to the jacket. Pilot jacket features padding at hips and knees, full lining and zippered cuffs. Pants are designed to be worn inside boot tops. See Hein Gericke dealer for further information.

American Honda Motor Co. Inc.
P.O. Box 50
Gardena, California 90247
Hondaline Interstate One-Piece: $249.95
& Interstate Two-Piece: $275.90
Multi-layered riding suits in two styles for protection from wind, cold and water. Each version features an outer layer of 200 denier nylon twill with a polyurethane coating and Scotchguard, a second interior layer also coated with polyurethane, a third layer of 3M Thinsulate insulation, and a fourth layer of breathable nylon. Jacket for the two-piece has a zip-out lining. The suit has adjustable velcro closures at collar, sleeves and cuffs. Available in light silver/grey and navy blue in most popular sizes.

Jumbo International
Slope Associates
P.O. Box 5449
Fullerton, California 92635
(714) 871-9118
Kombi Futura Two-Piece: $312.50
A leather zip-together riding suit in sizes and patterns for men and women in choice of black, black/white, or red/white colors. Features include stretch inserts in jacket and pants, protective padding in chest, shoulder, elbow, hip and knee areas, a key pocket, zippered inside pocket, insulated jacket and polyamide lining.

Kawasaki Motors Corp., U.S.A.
Accessories Division
1062 McGaw Ave.
Irvine, California 92714
(714) 540-9200
Superstar Touring Suit:
Jacket: $94.95; Pants: $61.95
A two-piece touring suit constructed of royal blue or black trailex nylon with taffeta lining. Jacket features one-piece seamless upper shoulder/sleeve/chest to prevent water entry, large, stand-up collar with corduroy lining and velcro tab in front, adjustable velcro wrist closures, dual front storm flap, two-way zipper with velcro closure, quick-release belt buckle, two front dual-purpose pockets and a fold-over patch pocket. Touring pants feature elastic stirrups, velcro tap closure at ankles, snap front with zippered fly closure, patch-style right thigh pocket and pleated sides to allow expansion. Both are available in XS–L at Kawasaki dealerships.

Lancer Leathers
2007 West Peoria Ave.
Phoenix, Arizona 85029
(602) 944-1783
Jacket & Pant Combination:
480 Jacket: $235.00; 440 Pant: $179.50
Touring-styled leather jacket and pants that can be worn individually. Jacket features extended rear overlap for wind protection, a wide, integrated kidney belt, action back, fur collar and full satin lining. Pants are constructed of cowhide and feature four pockets, belt loops that will accommodate up to a 2-inch belt, reinforced, double-layer knees and full lining. Available in most popular sizes in choice of black, royal blue, grey, tan or dark brown. Belt for jacket is optional. Lancer also makes a variety of other jackets and racing leathers. Contact Lancer Leathers directly for further information.

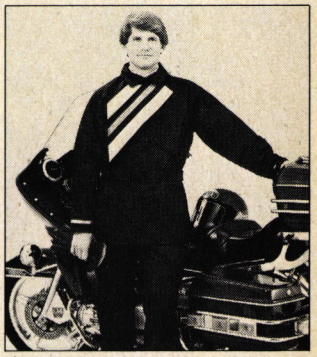
Malcolm Smith Motorcycles
7563 Indiana Ave.
Riverside, California 92504
(714) 687-1300
Malcolm Smith Touring Suit
Touring Jacket: $101.50; Touring Bibs: $95.00
A two-piece insulated touring combination constructed of 400 Denier urethane-coated nylon with a quilted lining. The jacket features a pattern contoured to the riding position, a reflecting "night stripe" that contrasts with the midnight black or electric blue color schemes, velcro fasteners on all pockets, cuffs, collar and main closures, two-way handwarmer front pockets and adjustable belted waist. Bib pants feature Poly-Slim insulation, double thickness nylon in knees and seat, elasticized shoulder straps, breast pocket, full-length zippers and velcro wind flaps on legs. Call or write for further information on Malcolm Smith products.

Outrider Motorsport Accessories
10545 W. Pico Blvd.
Los Angeles, California 90064
(213) 879-3350
Mascot Jacket: $124.95; Pants: $99.95
An English-made two-piece touring suit of Dunloprufe nylon with three coats of waterproof polyurethane. Basic suit features a lining of heavyweight acrylic wadding with a layer of foam insulation, a collar lined with corduroy and a velcro closure, three large pockets with storm flaps and snaps, a snapped wind flap over the large metal front zipper and an adjustable belt at the waist. Pants feature similar construction with zippered cuffs, double-reinforced seat area and an elastic waistband. Available in sizes S–XL for men and women. Colors are royal blue or black. A free brochure is available from Outrider.

Tour Lion
P.O. Box 300
Convoy, Ohio 45832
(419) 749-4059
Early Warning Two-Piece Suit:
Long Jacket: $129.00; Bib Trousers: $122.00
Constructed of 200 denier nylon close-weave Early Warning fabric with Scotchlite reflective material for increased visibility. Features Poly-Slim polyester insulation, a three-way collar, double fabric reinforcement in both seat and knee areas, knit inner cuffs, a double-sealed front closure system, elasticized waist back, two-way zippers on leg seams for easy entry, velcro adjustable leg closures, elastic stirrups, a two-way zippered fly, two concealed handwarmer pockets and an adjustable waist belt. Colors include silver w/black trim, black w/silver trim and burgundy w/silver trim. Contact Tour Lion for sizing information. A deluxe one-piece riding suit is also available.

Tourmaster Riding Apparel
2115 Colorado Ave.
Santa Monica, California 90404
(213) 828-6405
One-Piece Suit: $169.95
Constructed of 200 denier nylon with urethane coating for waterproofing and Holofil lining. Available in both men's and women's sizes and patterns, this suit also features Offray reflective striping on sleeves and back with a claimed 1000-foot reflective visibility even when wet, a velcro-equipped adjustable collar, quick-releast belt buckle, two-way nylon zippers on pants legs, elastic stirrups, velcro leg closures and velcro-sealed pockets. Available in women's sizes S–XL and men's sizes XL–XL in either silver or black finish.

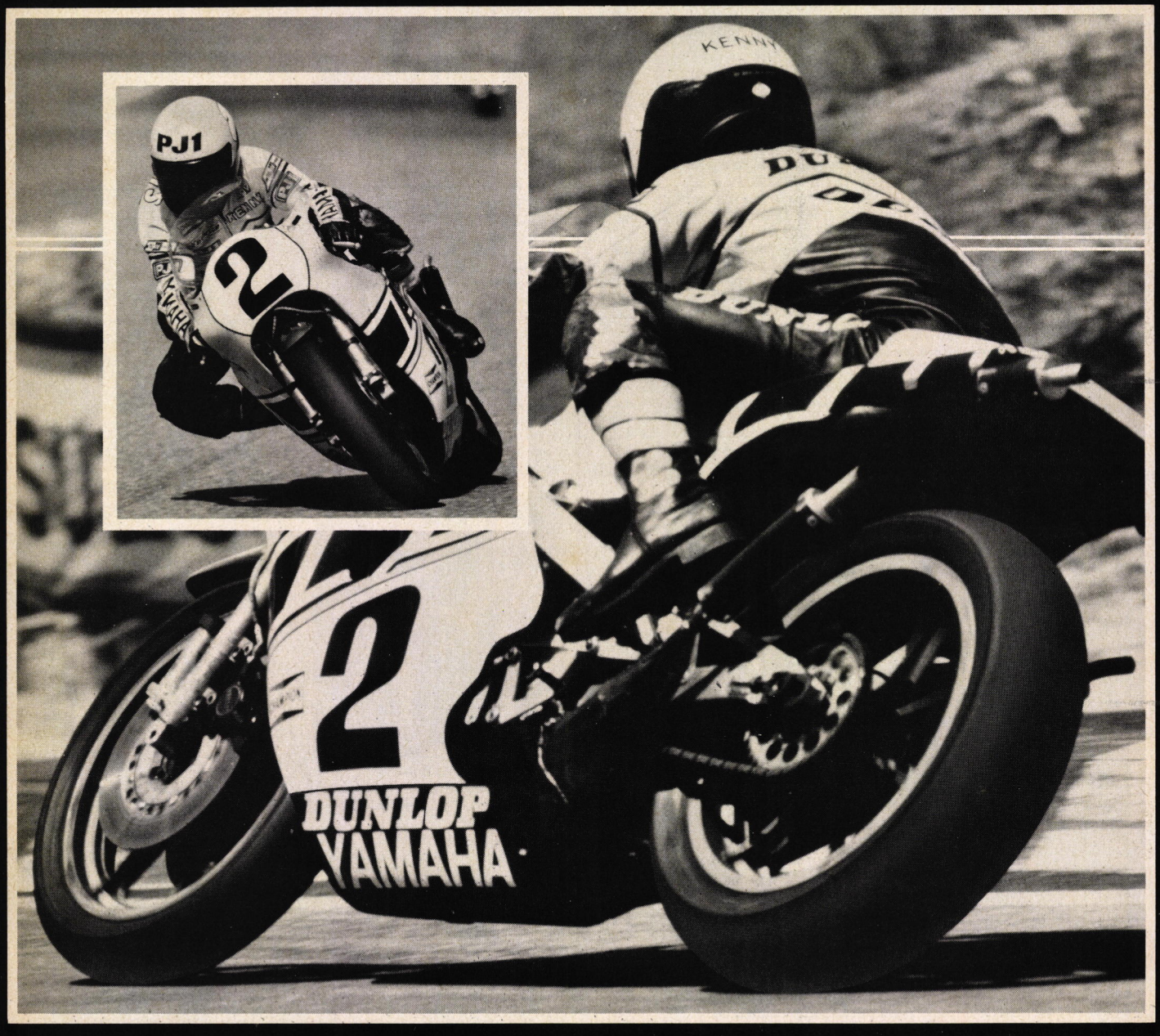
Wheels Of Man
13275 Paxton St.
Arleta, California 91331
(800) 232-2120 (Calif.) or (800) 423-2300
One-Piece Safety Stripe Suit: $132.95
Safety Stripe Jacket: $99.95
Safety Stripe Pants: $88.95
Constructed of urethane-coated, water-resistant 200 denier nylon with nylon lining and reflective striping on both arms. Features extra-long sleeves, storm cuffs and leg closures to help eliminate wind entry, mandarin-style collar, a wide front zipper placket with velcro closure, full belt (on one-piece suit only), action back, two snap-down pockets in front and hand-sealed, triple-rolled seat seams. One-Piece model available in black, silver, navy and wine in XS–XXL. Separates available in black, silver and navy in men's S–XXL and women's XS–XL sizes.



One-Piece Grand Touring Style Suit: $189.95
Designed similarly to the Wheels Of Man Safety Stripe Suit except for a heavier urethane-coated 200/400 denier nylon shell material. Additional features include a hidden hood incorporated in collar, raglan-type sleeves, safety stripe tape on back, front and around cuffs, a two-ply front placket for rain and wind protection, elastic back with half-belt, full-length side zippers with five-inch gussets to allow for easy installation, triple-rolled and hand-sealed seat seams, and high front and back bib pants with the two-piece configuration. Available in black, silver and navy in S–XXL sizes.

Yamaha Parts Distributors Inc.
6555 Katella Ave.
Cypress, California 90630
& Yamaha Dealers Nationwide
One-Piece Suit: $89.95
A black winter riding suit constructed of water-resistant nylon with eight ounces of fiberfill to help retain body heat, a knit collar and cuffs, full-length zipper for easy entry and exit and an adjustable belt. Available in popular sizes at Yamaha dealerships.

Kenny Roberts and Dunlop win Daytona.



Kenny Roberts showed the competition how to handle the famous tri-oval at Daytona.

Kenny pushed himself, his Yamaha, and his Dunlop tires to the limit. . . and the end result was still another checkered flag for this legendary champion.

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SPORT LINES

Cycle Guide's True Tales of Race Courses, Dark Horses and Machines at Speed

EDITED BY DAIN GINGERELLI

King of Kings

Kenny Roberts' Second Coming at Daytona.

PHOTOGRAPHY © 1983 TOM RILES

• Kenny Roberts struggled to keep from boasting—about himself or his Yamaha OW69 square-four. He didn't have to say a word, though: He had just won his second Daytona 200. But his tight-lipped mood gave out when someone asked what advantage his bike had over Freddie Spencer's Honda NS500: "Simple," Roberts said. "My bike's faster—it's a Yamaha."

There was a certain element of truth to that statement, too. Roberts had set a track record during qualifying, taking the pole position with a time of 1:59.751 minutes around the 3.87-mile course. It was the first time anyone on a motorcycle had lapped the Speedway in less than two minutes.

Yamaha had sent Roberts and Eddie Lawson to Daytona for more than just some sub-two-minute laps,though. KR and Lawson were provided with two bikes each in an all-out effort to crush Honda—or any TZ750-mounted privateer with plans of continuing the TZ's winning tradition at The Beach.

The Roberts/Lawson bikes were essentially last year's square-four 500cc GP racers fitted with larger engines. Just how much larger, no one's telling. Team manager Ken Clark would say only that the bikes were based on the OW69s ridden by Barry Sheene and Graeme Crosby in the '82 GP world championship. But with the AMA's carburetor rule for 750cc two-strokes no longer in effect, the OW69's engine displacement could be enlarged beyond the FIM-legal 500cc without having to restrict carburetor venturi size to 23mm. Clark evasively added that the engines were "larger than 500cc, but smaller than 750cc."

In any case, the OW's larger engine put Eddie Lawson right alongside Roberts on the front row of the grid. The new OW69 engine—as built for Daytona—had a wider powerband and a power peak at lower rpm than last year's 500s. The intent of the engine changes, Roberts said, was to make the bikes pull strongly up onto Daytona's high-speed banking and reach top speed quickly, something last year's version had a hard time doing. And

Continued

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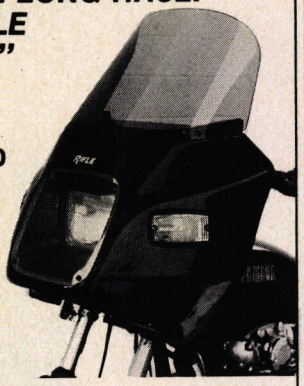

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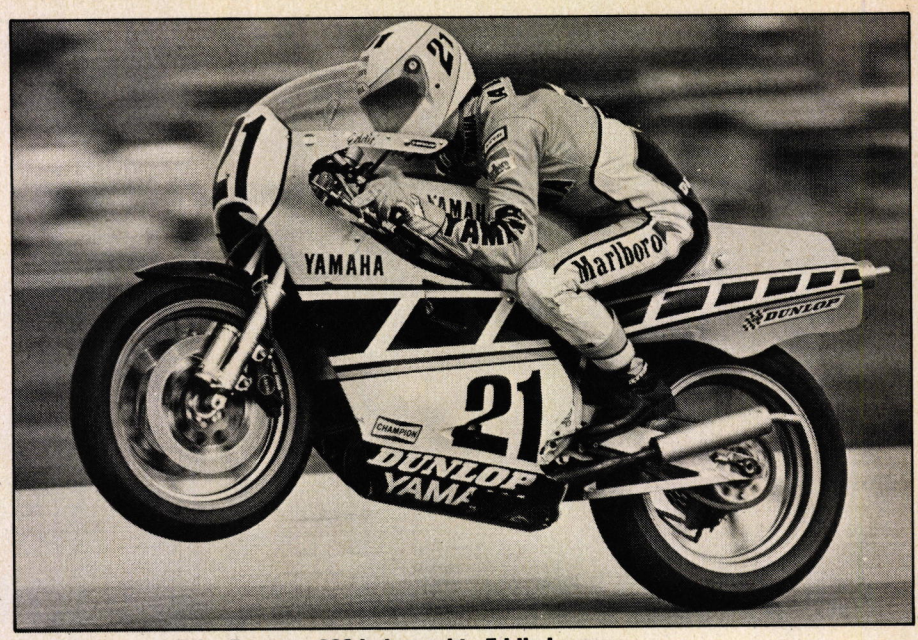

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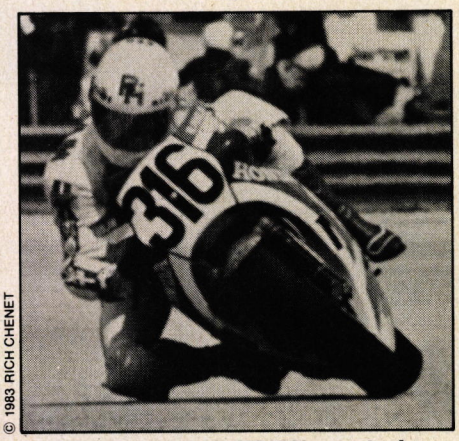
The early part of the Daytona 200 belonged to Eddie Lawson

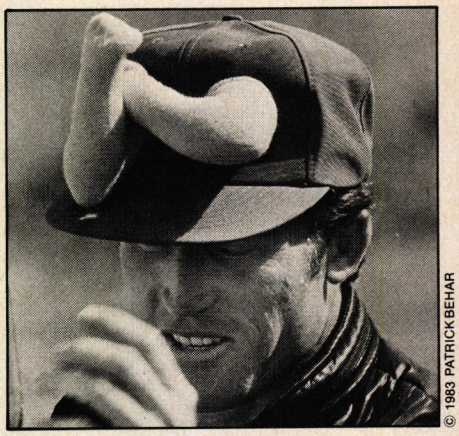
But a flat tire and Kenny Roberts beat him.



© 1983 RICH CHENET

Ron Haslam hugs his NS500's gas tank

Honda's new rider DNFed.



© 1983 PATRICK BEHAR

King Kenny and his Agostini hat

Here's to all you four-stroke lovers.

Roberts claimed that with a redline of only 11,000 rpm (compared to 12,000 rpm for last year's bike), the OW69 was easier to ride through traffic.

The new racer was a novelty even for Roberts, who has ridden some of the most exotic high-speed toys ever to roll out of Hamamatsu, Japan. During a private practice session at Daytona prior to Speed Week, KR wanted to find out what the new OW69 was capable of. So he bypassed the chicane on the back straight and held the throttle wide-open in top gear. The result of his tank-hugging pass was a 197-mile-per-hour answer. But even under normal circumstances—going through the speed-slowing chicane—KR's OW69 clocked 180 mph, the week's top speed.

And so, Roberts' week of practice was flawless. Yet, many still picked him to make his customary early charge on the way to a DNF. Most railbirds favored a four-stroke win this year, and wagged their stopwatches at the Honda FWS1000s piloted by Mike Baldwin and Steve Wise. The Hondas sat fifth and sixth on the grid and brought a reputable track record to Daytona, thanks to Baldwin's 1982 championship season.

Baldwin satisfied those railbirds by taking the lead on the first lap of the race, while Roberts held himself to fifth until his eight-inch Dunlop rear slick warmed up. KR cooled his tempo even more on the third lap when he came into the pits: The rear tire had slipped out on the banking, and Roberts figured the compound was blistered. A Dunlop technician quickly looked at the tire and said it was fine. Roberts screamed back that if it wasn't blistered it must be flat. Again the technician's response was negative. Kel Carruthers, who managed the pits for Yamaha, motioned Roberts back onto the bike and yelled, "Ride it."

KR rejoined the field in the middle of the third-wave starters, and the Kenny Roberts Show began. By lap 10 he was sixth, and three laps later he was dicing with Spencer for fifth. Fast Freddie, like KR, had early problems in the form of a loose faceshield, which he pitted to have taped shut.

Spencer's NS500 Honda was, as he put it,

Continued

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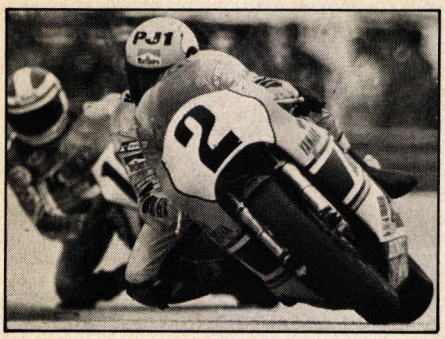

Close company for Roberts and Spencer

The NS500 shadows the OW69.

basically the same bike he rode in last year's GPs. Spencer said he figured reliability was the key to winning Daytona. Even so, Fast Freddie put the 500cc two-stroke third on the grid, while his new teammate, Ron Haslam, qualified his NS500 in the fourth spot. Spencer and Roberts mixed company for four laps until the NS500's transmission found perpetual neutral. So much for reliability.

But up front it was all OW69: Lawson leading, Roberts closing in. On lap 19 KR finally took the lead with Lawson tucked in his draft, and the yellow-black-and-white freight train dominated the 32-degree banking. And when Haslam's NS500 dropped out, along with Baldwin's FWS, the two Yamahas owned the track—and if they finished, the race.

That presented another problem. Would the Yamaha team order Lawson to let Roberts win, or could the two teammates race to the flag? The question was answered on lap 38 when Lawson's rear tire went flat, forcing him to pit for a new one. Kel Carruthers' pit team had the wheel changed in 80 seconds, fast enough to get Lawson back on

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Udo Gietl listens to Fast Freddie

The topic was a large Yamaha engine.

Continued

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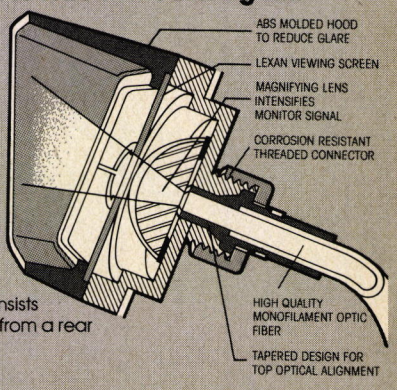
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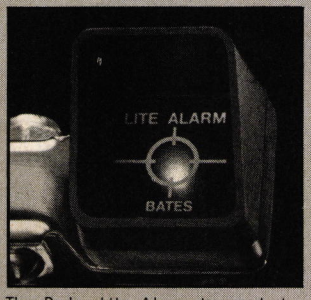

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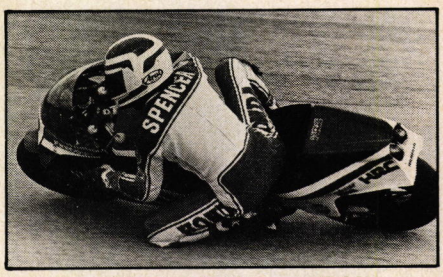
The Roberts/Lawson freight train

All aboard Yamaha's OW138.

the track still in second. The finishing order was Roberts, Lawson and Wise. Later, Ken Clark said he had thought about giving the go-ahead for Roberts to win, but the flat tire conveniently made the decision academic. Even so, he later asked Lawson what he would have done if the pit board had read "Roberts 1, Lawson 2." Lawson sipped his soft drink, smiled and said, "We'll never know, will we?"

With the Daytona F1 race in Yamaha's pocket, the next stop for Roberts and Lawson was Europe. This probably will be Roberts' last year on the world-championship circuit, his last chance for another crown. But whether Roberts can reclaim the crown, or whether he continues to race past '83 are questions that will take a full year to resolve. Something we'll likely get an answer to sooner, now that Eddie Lawson has shown he can ride right with KR, is what happens next time they're running one-two and the pit board comes out saying: "Roberts 1, Lawson 2." *—Dain Gingerelli*



Spencer said his NS500 was reliable

But the transmission disagreed.

PHOTOGRAPHY © 1983 PAUL BUCKLEY

The King and his court sip champagne

The Marlboro men play host to Wise.

ROADRACING:

The Lady or the Tiger?

Honda's FWS Open-Door Policy.

• Honda's championship-winning FWS1000s had an appointment with destiny. The outcome of the 1983 Daytona 200 would determine whether one of the two FWSs would be enshrined in Honda's museum in Tokyo, or whether both would be fed to the crusher, a machine with an insatiable appetite for unobtanium metals.

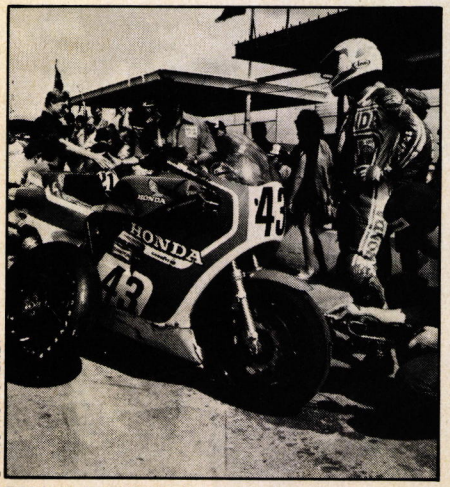
The fate of the FWS1000 rested with two riders: A win either for Mike Baldwin or Steve Wise, Honda team riders, would save the bike. Anything less than a win and the 370-pound racer would DNF to the crusher's jaws.

The Daytona 200 would be the FWS's only 1983 AMA roadrace. Production-model NS500s awaited Baldwin and Wise for the remaining Nationals. But for Daytona, they put the FWS on the track one last time.

Baldwin jumped into the lead for the initial laps, and it appeared that museum space would be reserved for No. 43. But by lap 41 the FWS had been squeezed to third by the Yamahas, finally dropping out with a broken clutch. Meanwhile, Wise carried on in third place, hoping that the lightning-quick Yamahas also were fragile and incapable of going the 52-lap distance. But that wasn't to be, and the lone FWS came home third, ending its racing career where it began one year ago.

And so, the FWS1000 is gone; we'll never see it again. A bike that Honda team manager Udo Gietl once described as "the most powerful roadrace motorcycle ever produced" failed to win the Big One. For that failure, the museum doors are closed, and the crusher's jaws are open.

—Dain Gingerelli



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Baldwin's FWS being examined

Its vital signs were not encouraging.

Continued

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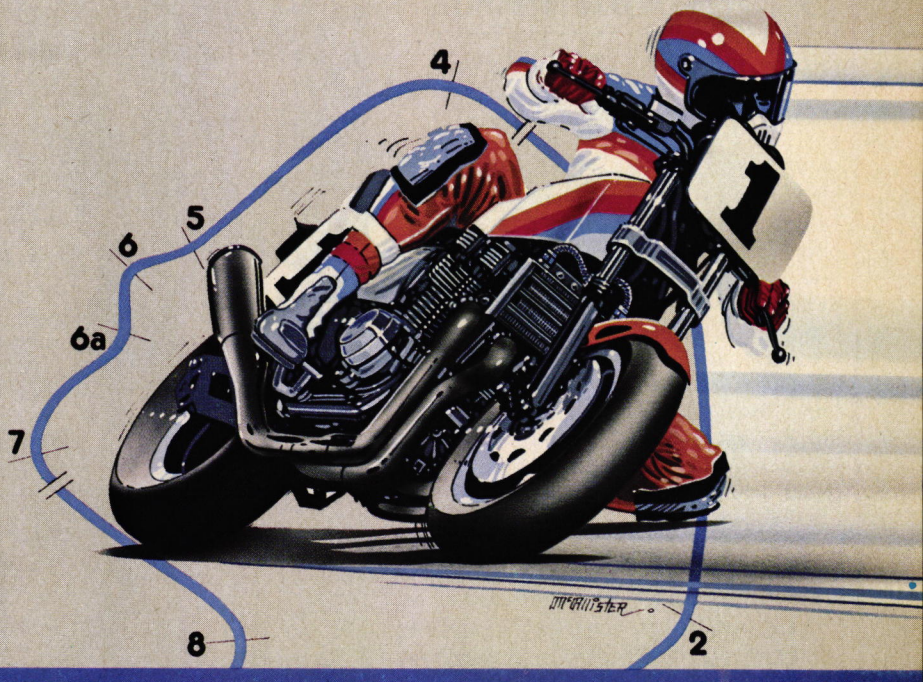

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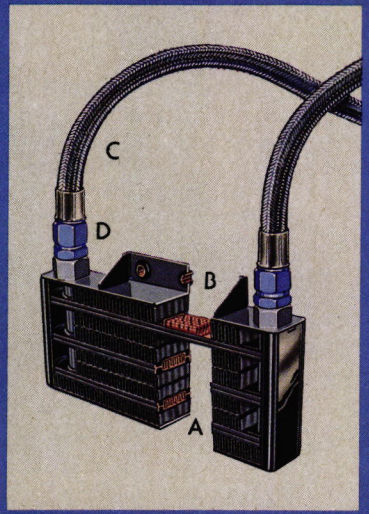

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ROADRACING

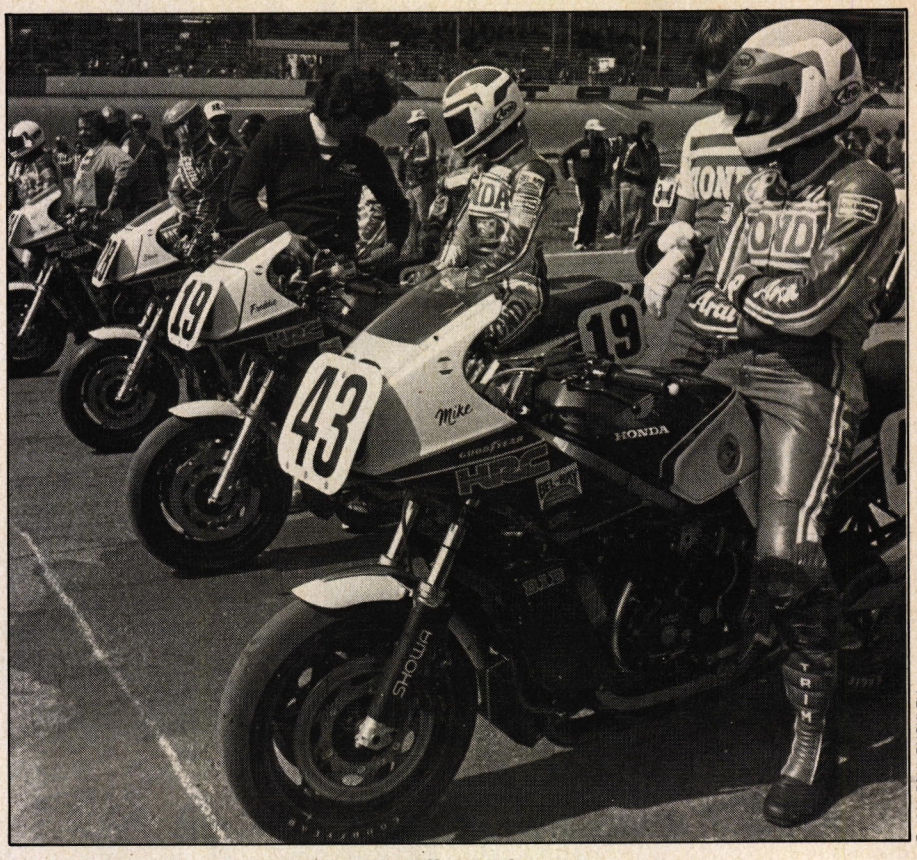
The Daytona Showroom Floor

Honda's one-two-three sales pitch.

• When Honda unveiled the Interceptor last fall, the world got its first glimpse of not only a new streetbike but of the 1983 Daytona Superbike winner, as well. The Interceptor easily won its first race, with factory riders Freddie Spencer and Mike Baldwin running one-two for the entire 100 miles at Daytona. And to assure a Honda Superbike sweep at Daytona for the second year in a row, support rider Dave Aldana put his Interceptor ahead of Kawasaki's GPz750-mounted Wayne Rainey. And yet *another* Honda support rider, John Bettencourt, finished fifth in the Bell Superbike 100.

It was no accident that Honda's Superbike proved so successful on the track. As Spencer said after his win, "The good thing about this bike is that Honda didn't take a streetbike and make a racebike. They took a racebike and made a streetbike."

Team riders report that the similarities between the production streetbike and its



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The Bell Superbike 100 grid looked like a Honda showroom

Mike Baldwin was the top salesman, and took the pole position.

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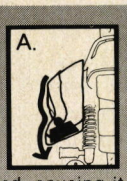

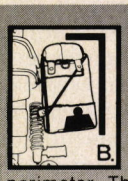

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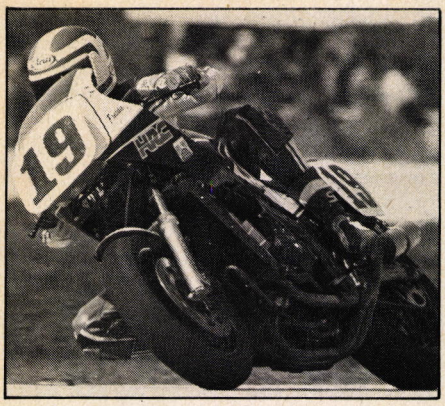

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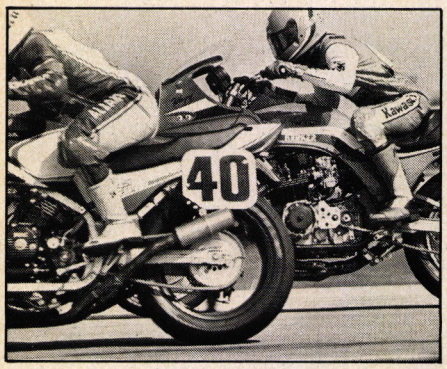
Freddie Spencer won the race

Giving his high-speed sales pitch.



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Dave Aldana charges past Wayne Rainey

Settling the third-place question.

Daytona-winning counterpart show up in the racer's powerband, which stretches from 6000 rpm to its 12,500-rpm redline. They claim it's a mild, tractable powerband, too, since the compression ratios and cam timing for both engines are so close. The racer has 10.6:1 compression ratio, only slightly higher than the production model's 10.5:1. And both bikes have the same cam timing, while the racer has only slightly higher lift. The result, say the riders, is an engine mild enough to be ridden on the street. "In fact," said Aldana, of team manager Udo Gietl, "Udo was caught testing an engine on (Interstate) 95 this week."

Gietl wasn't just joyriding, though. Teething problems plagued the new Hondas during Speed Week, and some of the late-night fixes had to be tested before the mechanics went to bed. Two persistent problems were broken valve springs and stubborn transmissions. And just as quickly as a spring broke or a gear cluster stuck, Japan was telexed for replacements, which arrived at Daytona's municipal airport within 15 hours. Honda was out to win, at any expense.

The telexing and Interstate-testing paid off, as the only mechanical DNFs for Honda were support rider Sam McDonald (dropped valve) and team rider Steve Wise (broken drive chain). Support riders Fred Merkel and Roberto Pietri were sidelined by a crash in Turn One while lapping a slower rider.

Honda's main threat came from the factory Kawasakis of Wes Cooley and Wayne Rainey, as well as Jim Adamo's 1000cc

Continued

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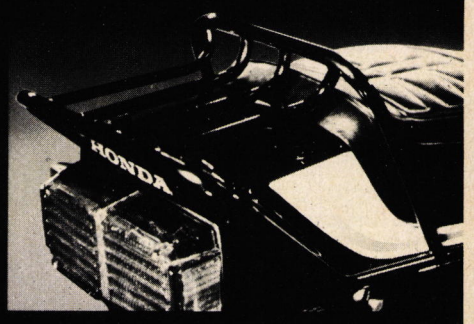

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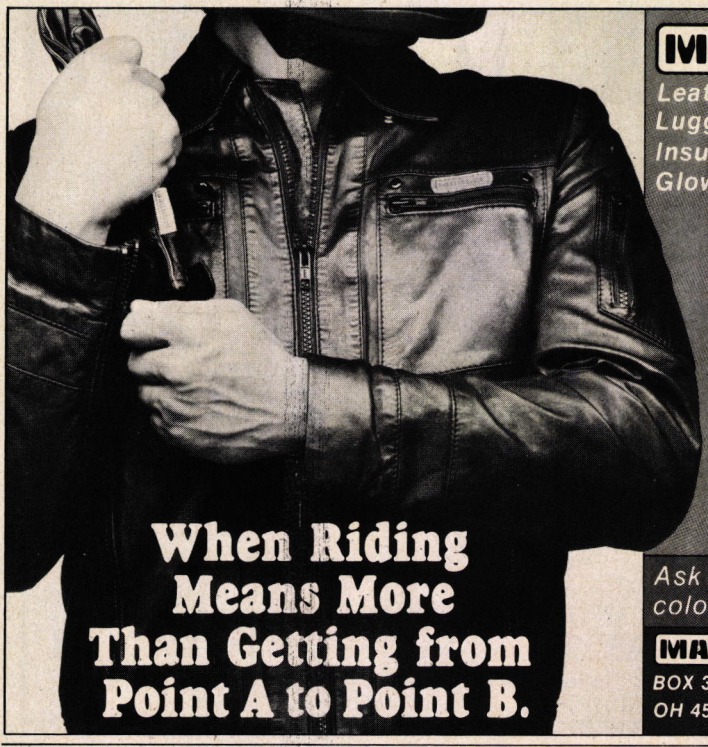

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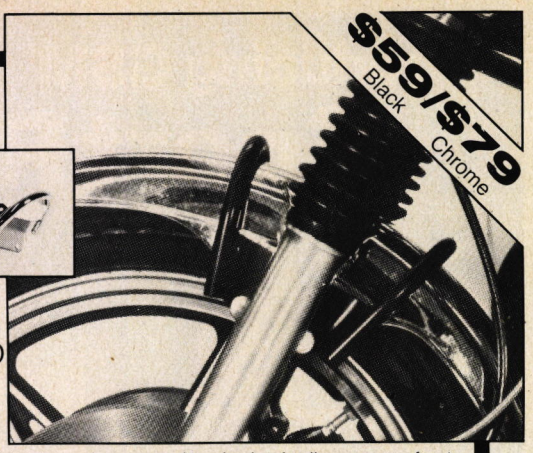

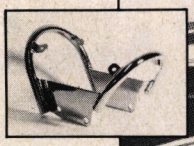

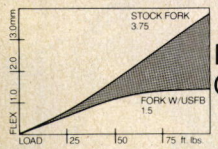

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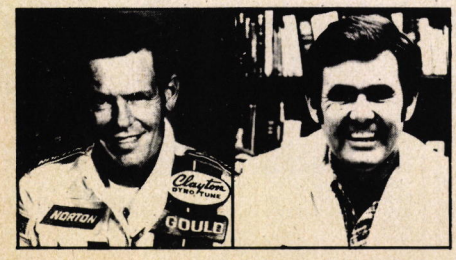

Bobby and Al Unser, race car drivers and motorcyclists. *"On the race track, we're both in total control. We approach off-road riding the same way. Reckless riding is stupid. And not very impressive to the hikers and campers we meet."*

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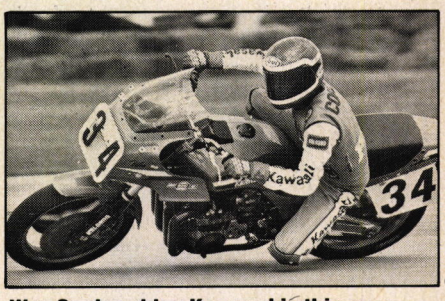
Ducati. But broken engines put Adamo and Cooley out early, leaving only Rainey to challenge Aldana for third. Aldana used his Honda's speed to maintain a favorable distance on Rainey, and later said, "I had top end on Rainey. He did all the hard work through the infield. He did a heck of a job riding, I'll compliment him on that."

But despite the Interceptor's Daytona sweep, factory riders—Baldwin and Spencer in particular—prefer last year's 1000cc in-line four. The reason is power. Baldwin got right to the point: "I liked the 1000 because you could light up the rear tire so easily." Spencer added that while he preferred the 1000, riding the bigger bike required more concentration: "With the 750 I can turn the throttle wide-open halfway through the corner. I couldn't do that with the 1000."

Nevertheless, most insiders agree the new 750cc Superbike formula will produce better, closer racing. They say the less-powerful engines won't intimidate privateers, riders who normally don't get the added track time that factory riders get during testing.

And many of those privateers are expected to line up on Interceptors. Since the bike was designed with racing in mind (and so requires few modifications for the track), it won't be crushingly expensive to mount a competitive privateer entry—as it might be with another bike. And later this summer, when Honda begins selling speed kits for the Interceptor, privateers will be able to bolt on more horsepower almost as easily as they can bolt on their number plates. "Watch," predicted Baldwin, "by Loudon you'll see a bunch of Interceptors on the grid." Which only makes sense. After all, Honda designed this bike for racing—and winning. Just look at the Daytona scorecard. *—Dain Gingerelli*



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Wes Cooley rides Kawasakis this year

But not far; his GPz750 engine broke.

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The men that made Spencer's win possible

Support team for a factory rider.

Pit Bits

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• Lacking Lackey: It appears that last year's 500cc Motocross World Champion won't be defending his title. Brad Lackey was not re-signed by Suzuki, nor did any of the other teams pick him up for 1983. However, Bad Brad might show up at Carlsbad as a privateer, and it could be his only 1983 appearance.

• We are driven: The promoters of the Datsun USGP at Carlsbad have taken steps to improve this year's event. Most importantly, they claim that the track will be in "first-class racing condition" for the international field. Furthermore, the promoters claim to have found about 50 percent more spectator viewing area, even though the track layout is largely unchanged.

• Unofficial USGP: The 1983 Laguna Seca roadrace national certainly should maintain the GP flavor it enjoyed last year. According to team managers, the July 17 race will have defending Laguna Seca champ Kenny Roberts and teammate Eddie Lawson on their Daytona OW69s, while the Honda contingent should include Freddie Spencer, Mike Baldwin and Steve Wise, all on NS500s. And, rounding out the unofficial USGP entry list, Randy Mamola and his Suzuki RG500 will try to square the odds.

• ISDE support writer: Steve Booth, author of "Diggin' Dirt," has committed profits from his book to support the American ISDE team. Two dollars from every copy sold of "Diggin' Dirt," Booth said, will go toward America's 1983 ISDE program. And each person buying "DD" will receive an official AMA International Six Days Enduro 1983 Support Team sticker. The book sells for $11.50, and is available from Paragon, 3106 Sweetbrier, Lafayette, California 94549.

• Le Toquet, we have landed: America was well represented by New Englander John Finkeldey at this year's Le Toquet Enduro. Finkeldey placed his KTM495 third in the French enduro behind second-place finisher Gilles Lalay on a KTM250. First overall in the 1100-rider field, for the second year in a row, was Kees Van der Ven on a KTM495.

• Eternal triangle: Dunlop was in the vintage tire business at Daytona this year. A special shipment of the company's old, triangular-profile KR-series tires, including KR76s and KR96s, was made available to Vintage and Battle of the Twins racers. But nothing lasts forever, and those once-popular ribbed-tread tires are nearing extinction. As Dunlop's trackside vendor Stan Chan said, "These are our last batch. When they're gone, that's it."

• Carbon copy: Honda is using a special carbon fiber material for rear disc brake rotors on this year's factory NS500s. Evidently, it's the same material tried by a few Formula One car teams last year. The advantage is obvious—less weight. But, according to some of the F1 car racers who tried it, the material is susceptible to overheating, which might explain why the front rotors on factory bikes are of *conventional* unobtanium.

• Advance to roadrace agony: Vance & Hines Racing made its reputation in dragracing. But this year the company will be preparing Roberto Pietri's roadracers, as well as contesting dragracing's Pro Stock series (with Terry Vance in the saddle of a new Honda CB1100F). Asked at Daytona how he liked roadracing so far, Terry Vance's main complaint was the hours involved. "It's difficult," he said. "We've been staying up (working on the bikes) 'til 2 a.m., then getting up at six."

• Add Vance: The following day, Vance & Hines debuted its CB1100F Pro Stock bike at Gainesville, Florida for the opening round of the NMRA season. The V&H entry beat Bob Carpenter in the final and set a new class record of 8.403 seconds and 156.79 mph.

• Daytona doubletalk: Spectators in the front straight bleachers at this year's Daytona 200 didn't know whether to sit or stand. Signs posted every 50 feet or so read: "Please, No Sitting or Standing."

• Scott Land: In a few years Gary Scott just might be eligible for the R.J. Reynolds Tobacco Company's employee pension fund. Scott is the only rider to have earned R.J. Reynolds season-end bonus money every year since 1974, when the company first started sponsoring AMA racing. Since that time, Scott has collected nearly $1 million.

• Quote Department: Kenny Roberts was giving some advice to less-experienced riders prior to this year's Daytona 200. "I've never seen anybody win this race on the first lap," KR said. "I don't mind going slow into the first turn—as long as everybody else is going slower than me."

—Dain Gingerelli

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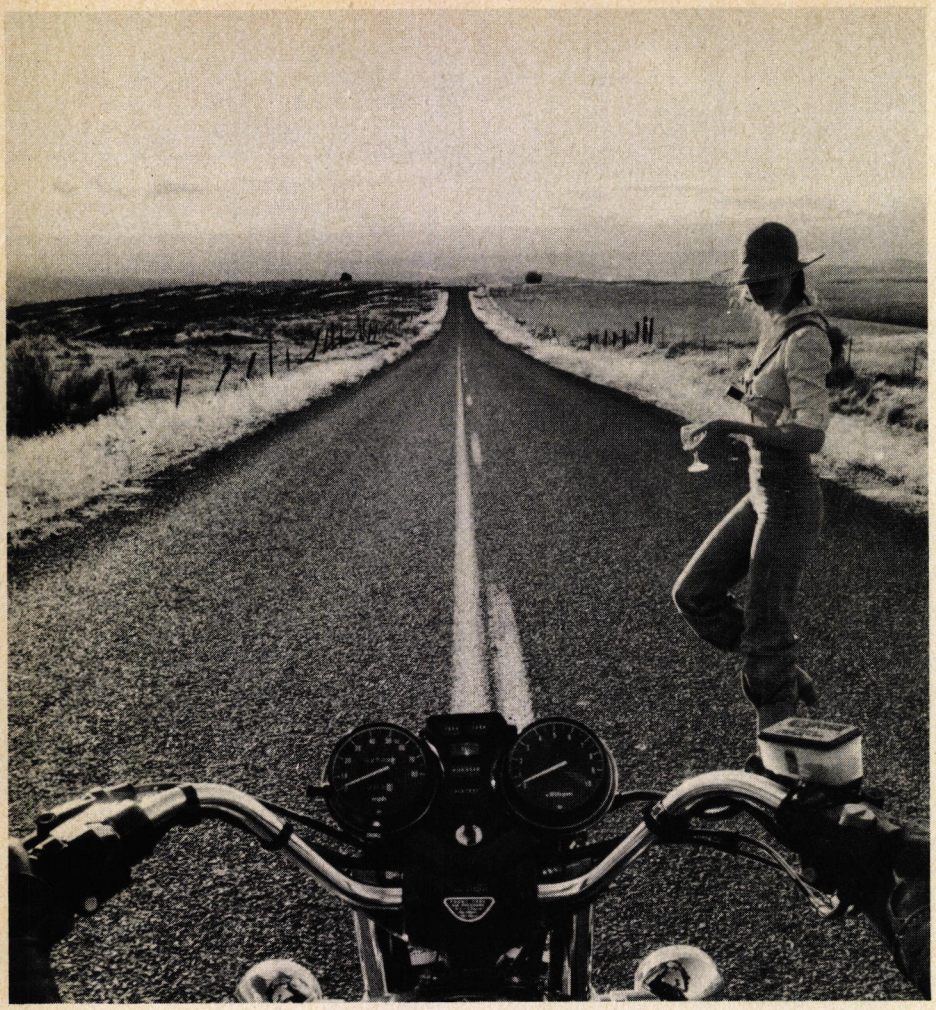
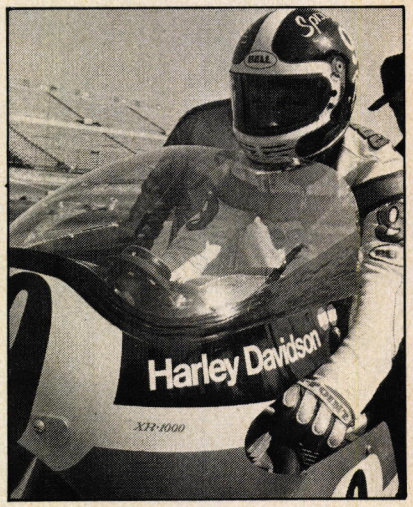


Winners & Losers:

Time-Traveling

Harley-Davidson hogs the BOTT Show.



Jay Springsteen takes aim at BOTT

Settling an old score for Harley-D.

• Ten years ago Cal Rayborn lined up for the Daytona 200 on a Harley-Davidson XR750. But even with the XR's new alloy engine, the bike wasn't competitive for the race. Rayborn, a two-time Daytona winner (1968–69), couldn't match the pace set by the two-strokes of Yvon du Hamel, Kenny Roberts and eventual winner Jarno Saarinen, and crashed in the infield.

Rayborn was unhurt, but the point was clear; the era of the four-stroke was over as far as AMA Class C (now F1) roadracing was concerned. Even Rayborn himself saw the writing on the wall, and left Team Harley—the only team he had raced for throughout his AMA expert career—for Suzuki. Sadly, he was killed in New Zealand that winter, racing a Suzuki 500 twin-cylinder two-stroke.

Rayborn's XR750 was retired to the back of the H-D race shop, where it sat for almost a decade. Then, a few months ago, some of the Harley race crew rolled the bike out and dusted it off. The occasion was not to race it again, but to preserve it forever, dedicating it to H-D race chief Dick O'Brien, a man with a deep fondness both for roadracing and the late Cal Rayborn. The XR was planned as a surprise present for the silver-haired race general, to be presented when—or if—he retired from his post, a position he's dutifully held since 1957.

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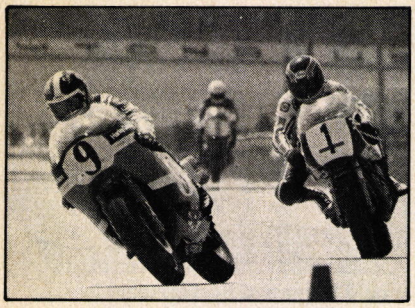

Springsteen leading Jim Adamo

As natural as apple pie.

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But nothing in the H-D shop goes unnoticed by OB. And with all the authority of a banana republic dictator, he declared that the ex-Rayborn bike was his: *"Well, of course, it is, OB—we were just going to rebuild it for you, that's all."*

Then O'Brien announced *his* surprise: Harley-Davidson would roadrace again, this time in the AMA's Battle of the Twins class. The bike: the XR1000. The rider: three-time Grand National champ Jay Springsteen. The first race: Daytona.

Carroll Resweber, himself a four-time GN champ, was charged with building the new bike. Resweber was a logical choice, since he turned the wrenches for Rayborn in the Seventies. Contrary to the pit rumor at Daytona, Springsteen's bike was not Rayborn's old one. That machine had become OB's personal property, and the only other available XR was on display at H-D headquarters. So, of course, the race crew was sent over to the lobby of H-D's main building to recover the vintage XR. They were instructed to tell anyone who asked that they were "just borrowing it for a while."

The major differences between the 1973 XR Classic and the Daytona racebike are the larger engine and extra tubing to strengthen the frame. Because slicks have become an institution in roadracing, and can put stresses into a racebike's chassis that were undreamed of 10 years ago, Resweber reinforced the backbone with two additional braces, boxed the downtubes and added extra struts at the swingarm pivot point. "And I built a new swingarm for the wider tires, too," added Resweber. He also "changed the steering head angle a tad."

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Cranked over—Cal Rayborn style

Just puttin' through the infield.

Continued

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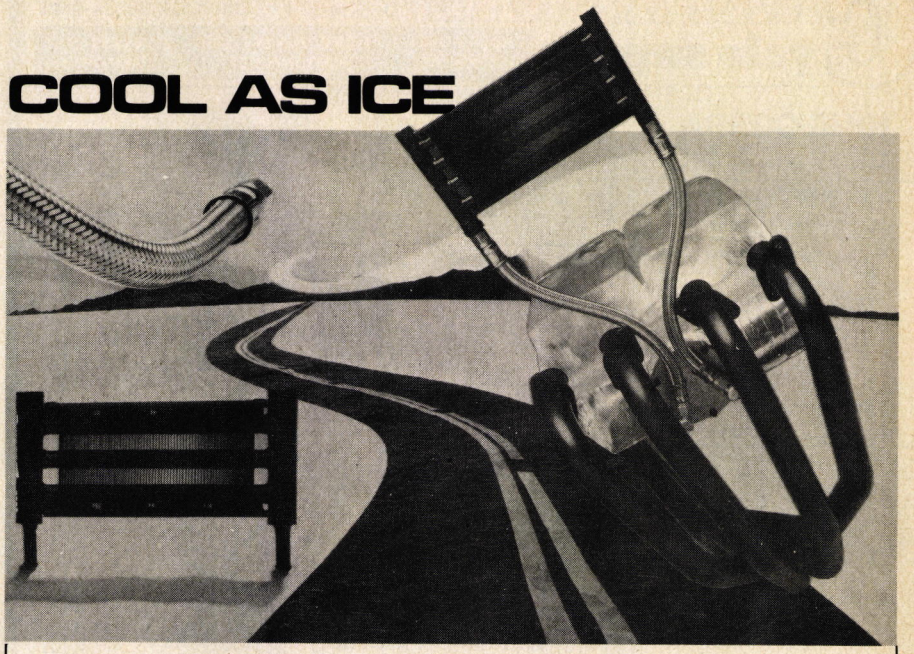

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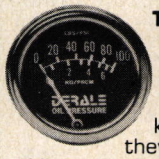

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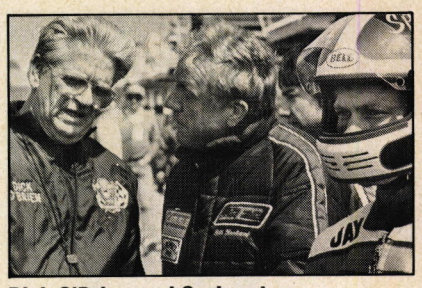

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Dick O'Brien and Springsteen

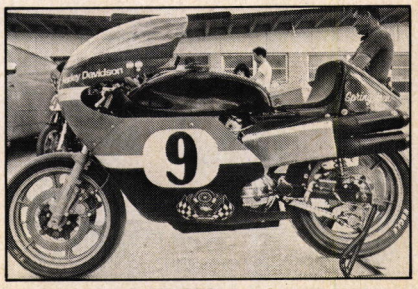
OB talks, The Springer pysches-up.

The new 380-pound bike rolls on 19-inch tires, using a Goodyear rear and Michelin front. "We first tried Goodyears front and back, but the front pushed through the corners. Next we tried Michelins," Resweber said, "but the rear blistered. So we went to a Michelin front, Goodyear rear, and it worked."

As for the engine, Springsteen's Daytona bike used the new XR1000 powerplant, race-tuned, of course. "I can't tell you the exact horsepower," said Resweber, "other than that it's over a hundred." And that hundred-plus-horsepower engine redlines at 7200 rpm, although "Jay spun it to eight a couple of times on the infield," said Resweber. "Piston speed is way out of sight there."

And so was Springsteen and the new XR. First, Springer led all qualifiers at Daytona and sat on the pole for the start of the BOTT race. Next, he soundly beat defending BOTT champ Jim Adamo and his Reno Leoni-prepared Ducati, the Harley leading all 13 laps of the 50-mile race. Springsteen was turning 2:13-minute laps too, good enough to have put him on the fifth row for the 200. Not bad for what is basically a 10-year-old design.

Which leads to the next question: Will Harley-Davidson and Jay Springsteen go AMA Formula 1 racing? No one at the factory is saying for sure, but don't be surprised to see the orange-black-and-white XR1000 on the F1 grid at Laguna Seca, a track well-suited to the bike's nimble-handling chassis and torquey 1000cc vee-twin engine. Until then, H-D can bask in its Daytona glory—a glory lost more than a decade ago in the smoke of the two-strokes. —*Dain Gingerelli*



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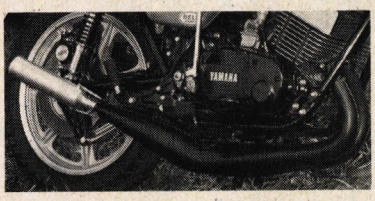
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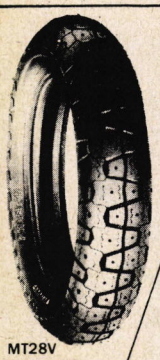
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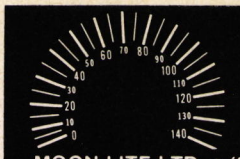

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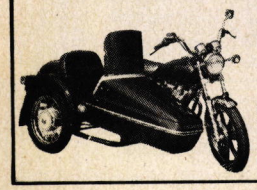

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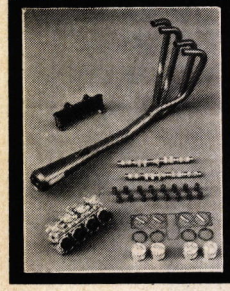

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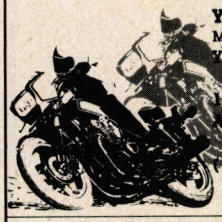

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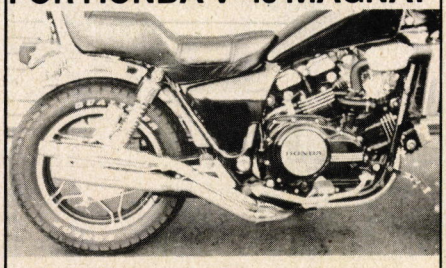

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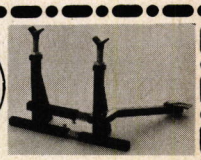

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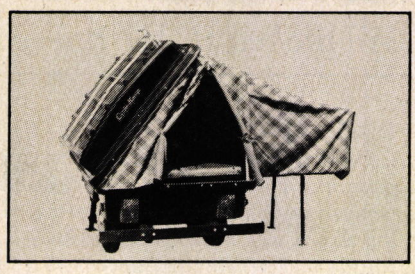

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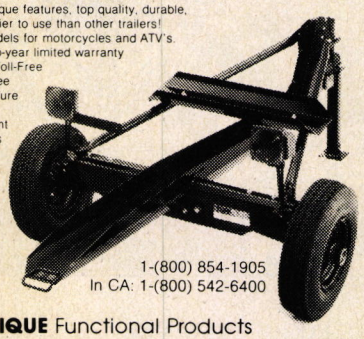

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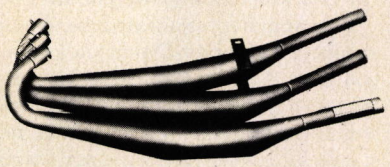

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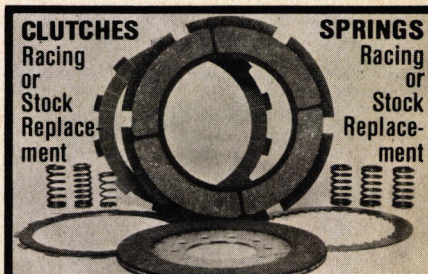

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LETTERS

We picked it, We missed it and H-D outrage.

HEARTBEATS

Congratulations on capturing the true essence of a cruiservee in the April issue's comparison test. For years I've been arguing that a true boulevardier depends on torque and personality, not speed and high-tech plastics. A streetbike's vee-twin must have a heartbeat, and the Harley-Davidson's heart beats the strongest.

You may want to follow the leader on a Honda, or you may not want to follow anyone on a Yamaha, but as far as I'm concerned, one thing's certain: Until you've been on a Harley-Davidson you haven't been on a motorcycle.

Ron Ostarello
San Francisco, California

And that's the name of that tune, 'eh Ostarello?—ed.

THE SAME SONG

After reading the cruiservee story's sidebar, "Formula Vee," I can't wait to hear some Shadow owner explaining that he bought his bike on the merits of its six-valve, six-speed, four-plug, staggered crankpin techno-marvel engine. It's going to take both hands to cover my smile.

C'mon, anyone knows that the vee-twin song is image. While Honda might have altered the tune, the real lyrics were written in Milwaukee.

Al Stover
Brentford, Ontario, Canada

And John Cougar sings them, right?—ed.

CHANGING TIMES

Maybe Harley-Davidson should drop the American eagle motif in favor of a bird more suited to the company's non-combative, egg-laying character. With its ITC petition, Harley-Davidson officially admits it can't compete with the Japanese, and Harley-Davidson motorcycles aren't worth the money. But because they can't build a bike at a reasonable price, Harley wants us to pay more for other bikes so the Fat-Bob won't look so overpriced.

This wouldn't have grated me so much except for Harley-Davidson's chest-pounding Americanism. America stands for ingenuity, free enterprise and open competition—Harley-Davidson now stands for lawyers, lobbyists and special-interest legislation.

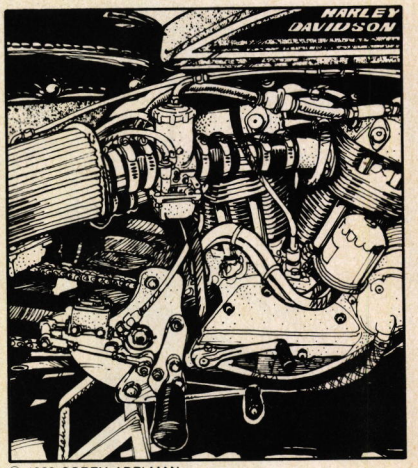
Charles Leech
Somerville, Massachusetts

THE SLOW BURN

It stinks, it absolutely stinks. The very thought of Harley-Davidson screaming "foul" just infuriates me. By asking the government for trade sanctions against the Japanese Big Four, Harley is burning many bridges, and not the kind the company needs to be burning. H-D might be able to fool the government into believing that, given a chance, it can produce a competitive product, but the riding public knows better.

It's time that H-D made a few major decisions. Primarily it must decide whether to compete head-to-head with the Japanese or, like BMW, produce a premium-quality, exclusive line of motorcycles. In the past Harley has attempted to do both. The result is a low-quality, overpriced compromise. Until I'm convinced that Harley-Davidson can make a reliable, quality motorcycle, and back it up with a sound warranty, I'll continue to ride another brand.

Shannon J. Koehn
Hutchinson, Kansas



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THE FORGOTTEN VEE

The April issue's test of the cruiservees only made me appreciate my vee-twin Moto Guzzi even more. In my opinion, the vee-twin Guzzi is one of the finest motorcycles made. It's simple, relatively trouble-free and requires only a minimum of maintenance. Sure, it's no 11-second rocket, but you don't do a major overhaul every 25,000 miles, either.

In my 28 years of riding I've ridden them all. English bikes, Japanese bikes, Italian bikes, you name it. For my money, all things considered, Moto Guzzi beats them all. And one more thing: When I park my Goose, I know it'll be there when I return—no one ever steals a Moto Guzzi.

James Jordan
Rockaway, New Jersey

Well, hardly anyone—ed. ●

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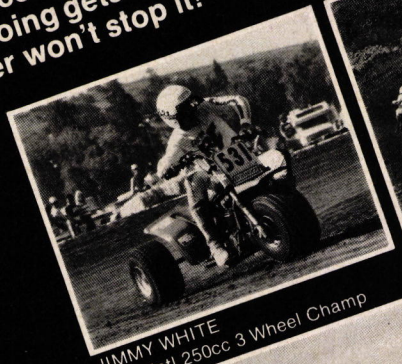
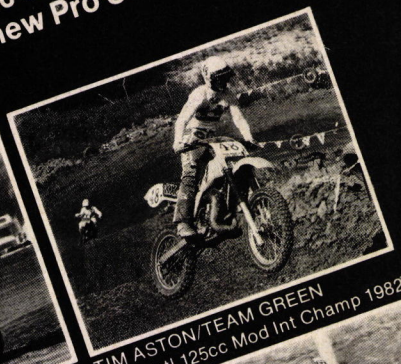
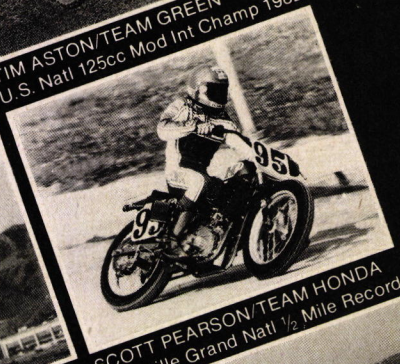


JIMMY WHITE
U.S. Natl 250cc 3 Wheel Champ



TIM ASTON/TEAM GREEN
U.S. Natl 125cc Mod Int Champ 1982



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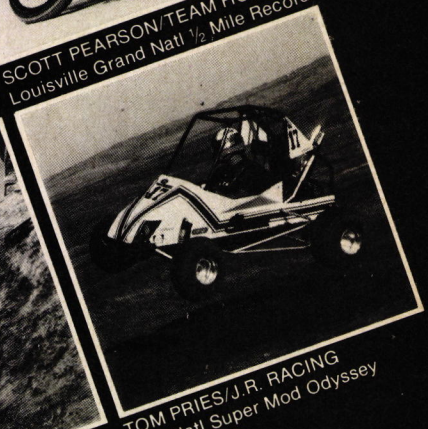

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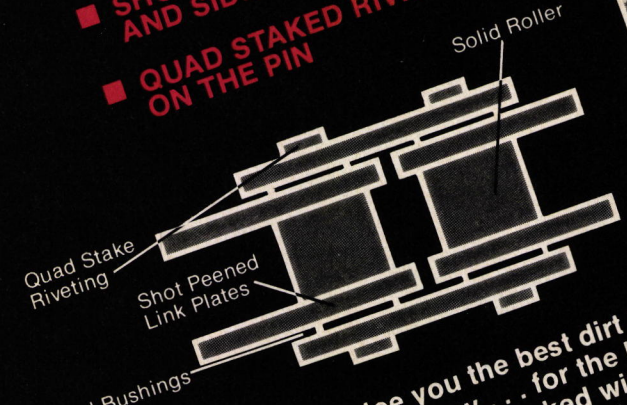

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NOT TO VEE?

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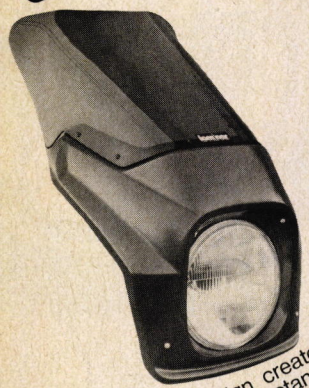

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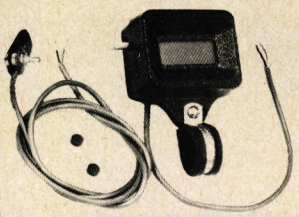

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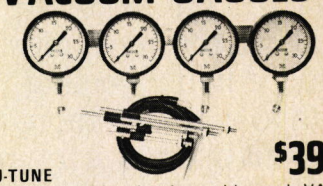

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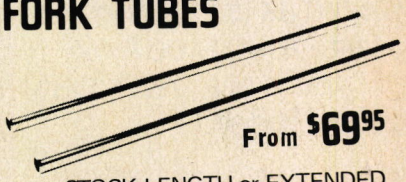

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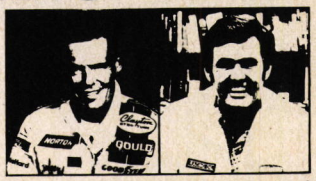

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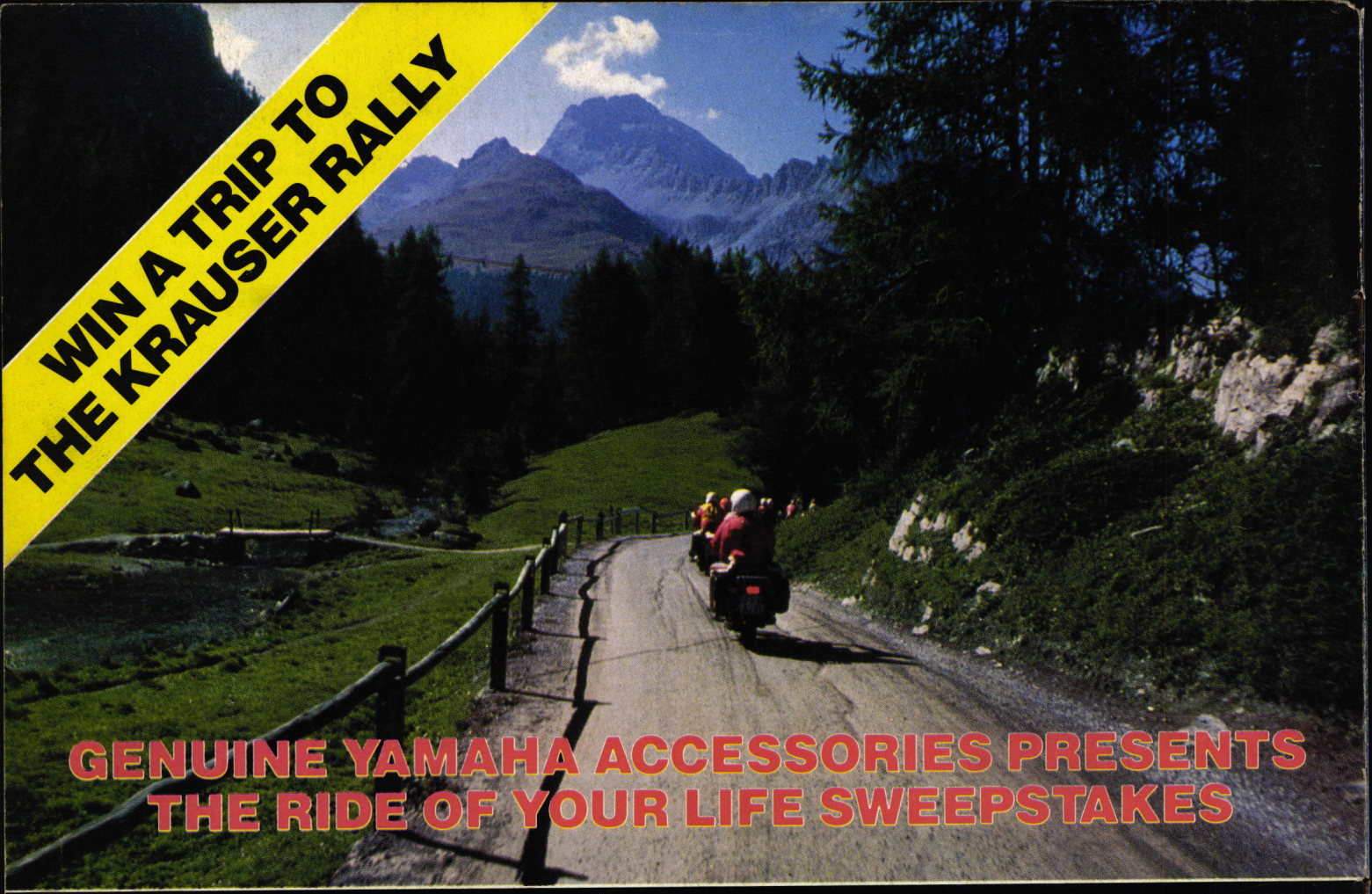

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